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CONTRIBUTIONS

of the

Lowell Historical Society

Organized, December 21, 1868

Incorporated, May 21, 1902

Vol. II No. 1

PUBLISHED BY THE SOCIETY, OCTOBER 1921

"'Tis greatly wise to talk with our past hours"—Young

COMMITTEE ON PUBLICATION

JOHN A. BAILEY
ALFRED P. SAWYER

WILLIAM B. GOODWIN
WILSON WATERS

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SOLON WHITHED STEVENS

Born August 1, 1836. Died March 31, 1918
President, Lowell Historical Society, 1902-1918

ANNUAL REPORT OF THE EXECUTIVE COMMITTEE FOR 1909-1910.

PREPARED AND READ BY SOLON W. STEVENS, PRESIDENT,
FEBRUARY 9, 1910.

Again it becomes the duty of the President of this Society to submit in behalf of the Executive Committee an annual report of the prominent features of the work of this organization for the year now brought to its close.

In many respects it has been a year of more than usual interest, both on account of the variety of topics which have been brought to our attention and because of an average larger attendance at the several meetings. This feature of our experience is worthy of notice because it is indicative of an increasing appreciation of the useful work in which we are persistently yet modestly engaged.

We do not strive as an organized body to build a greater or more beautiful city or to add attractiveness to the physical aspect of towns within our jurisdiction, but we aim to rescue from oblivion as far as possible reliable data relative to items of historic interest which are closely connected with the origin and the growth of the locality in which we live, and which have hitherto lain either in the region of forgetfulness or in the misty realm of tradition.

If the Lowell Historical Society shall prove faithful to its professed purpose of collecting and preserving records of historical interest, of encouraging the study of local history, and of publishing from time to time whatever may perpetuate the history of Lowell and its adjacent towns, it will be found that the people of this jurisdiction are entitled to no small degree of credit for having done some of the things which have added strength to the influence which has emanated from New England in the upbuilding of our national character.

At the last annual meeting on February 10th, 1909, very pleasant and interesting exercises were held in Memorial Hall, commemorative of the hundredth anniversary of the birth of Abraham Lincoln.

The programme was substantially as follows:

Introductory Address by the President, SOLON W. STEVENS, ESQ.
Solo—Battle Hymn of the Republic. Written by Mrs. Julia
Ward Howe. MRS. W. H. PEPIN

(Chorus by the audience, in which everyone is requested to join.)
Recollections of Lincoln in Lowell in 1848 and Reading of

Concluding Portion of the Emancipation Proclamation.

HON. S. P. HADLEY

Recollections of the Assassination of Lincoln in 1865.

WILLIAM M. CLARKE, ESQ.,
Of Everett, Mass.

Solo—Vive l' America. MRS. W. H. PEPIN

Reading of Portion of the Commemoration Ode, Written by
James Russell Lowell. FRANK K. STEARNS, ESQ.

Reminiscences of Personal Interviews with Lincoln,

MOSES G. PARKER, M. D.

Solo—Star Spangled Banner. MRS. W. H. PEPIN

(Chorus by the Audience)

The above meeting was adjourned to March 2d, when the Report of the Executive Committee was read by its President, which was preceded by Reports from the Treasurer, the Librarian, and the Chairman of the Committee on the awarding of prizes to meritorious members of the graduating class of the Lowell High School, for superior excellence on themes presented by the Committee relative to the possibility of making Lowell a more beautiful city.

At this meeting a very interesting and instructive paper was read by Mr. Herbert C. Taft, General Agent at Lowell of the Boston and Maine Railroad, on the "Early Days of Railroading."

This paper was listened to with marked attention and an expression of appreciation was unanimously voted the writer for this valuable contribution to our historic data.

On May 12th an exceedingly interesting paper prepared by Mrs. Sara Swan Griffin was read by the writer on "The Battle of Bunker Hill, and those who participated therein from the Towns from which Lowell was formed."

On October 13th, Mr. J. Adams Bartlett gave us a paper on "Reminiscences of the First Five Clergymen of Chelmsford," which was not only interesting but very suggestive of the changes which have taken place in the course of time in the theological and social standing of "men of the cloth" between the "old and the new."

On December 9th another paper was read by Mrs. Sara Swan Griffin on "Old Homes and Historic Byways of Lowell."

At these different meetings remarks were made by several persons present relative to the subject discussed and in this way new ideas were suggested which proved both interesting and profitable.

On June 3d, 1909, MR. CHARLES H. COBURN, one of our well-known business men and one of the most prominent members of this society, died at his home on Nesmith street at the age of seventy years, two months and twenty-two days. His decease adds another name to the long list of most highly respected citizens who have recently passed away.

Mr. Coburn was a Lowellian by birth and had been a resident of this city during his entire busy and prosperous life. He attended the Lowell schools and was a graduate of the Lowell High School and of Groton Academy. In 1856 he entered his father's store as a permanent employee. The store of Mr. C. B. Coburn, father of the deceased, lately known as one of the largest business houses in this city under the firm name of the C. B.

Coburn Company, has always been regarded as a land-mark in the business history of Lowell.

When the Civil War broke out Mr. Coburn enlisted in the Sixth Massachusetts Volunteer Militia for nine months' service and in 1863 he re-enlisted and continued in the service until April 1865, and in all the different positions to which he was promoted he was always regarded as a genuine patriot, and a reliable, upright man. On returning from the war he became a partner in his father's business, and at the time of his decease he was the head of the corporation favorably known as the C. B. Coburn Company. Mr. Charles H. Coburn was active in politics and in municipal affairs but never was an office seeker.

The writer of this sketch knew Mr. Coburn intimately from boyhood until the day of his decease. And in bearing testimony to his loveliness of disposition, his integrity of life, and his staunch qualities as a man, a citizen, and friend, he but simply echoes the sentiments of hosts of acquaintances who will long cherish his memory with affection and esteem.

MR. MILES G. GARDNER, widely known as the efficient cashier of the Traders' National Bank in this city, died at his home on Princeton street, on August 31, 1909, at the age of thirty-eight years.

Mr. Gardner was born in Whiting, Maine. He came to Lowell in his young boyhood, received his education in the public schools of this city, was at one time in the employ of E. W. Hoyt & Company, afterward he was employed in the Appleton Company and finally entered upon service in the Traders' National Bank.

He died in the prime of life. He was faithful in all his business relations, and a man of first rate ability and of exceptionally fine character. He was very popular, the possessor of many friendships and because of these traits he will be remembered by a large circle of business men and intimate friends.

MR. FRANCIS NELSON CHASE, director and cashier of the Old Lowell National Bank, after an illness of less than five days, died suddenly in Lowell on November 25th, 1909, at the age of fifty-nine years, three months and twenty-seven days.

Mr. Chase was born in Lowell, and was educated in our public schools, graduating from the Lowell High School in 1866. He was a son of the late Mr. Charles C. Chase, for many years the able and honored Principal of the Lowell High School.

After leaving school Mr. Chase entered business life, and after a brief term of service with the Kitson Machine Company and the Merchants National Bank, he became connected with the Old Lowell National Bank, of which institution he was the cashier at the time of his decease. He was much interested in the local Christian Endeavor Society, the Lowell Art Association, and particularly so in regard to the work and aims of the Sons of the American Revolution. He had a peculiar fondness for genealogical research and devoted much time to studies of that nature. He was a devoted member and officer in the High Street Church in this city, and he will long be remembered for his religious fidelity and his unswerving loyalty to the church with which he united nearly forty-two years ago. He had hosts of friends because of his genial disposition and his willingness to help and serve others. He was an expert in his vocation, and business men in this city are wont to speak of him in terms of great esteem.

We shall miss him in this society because he was sincerely attached to its interests and was always ready to assume responsibility whenever urged to do so. He died leaving behind the fragrant memory of an able man and a Christian gentleman.

REV. DR. WILLIAM REED HUNTINGTON, rector of Grace Church in New York City, who was a corresponding member of this society died at the home of his son-in-law, Royal Robbins, at Nahant, on the 19th day of July, 1909.

Dr. Huntington was a Lowell boy and a son of the late Dr. Elisha Huntington, for many years mayor of the city of Lowell. He was educated in the Lowell schools and at Harvard College. Having chosen the ministry of the Episcopal Church as his profession, he became eminent in the vocation for which he was peculiarly fitted by temperament, by education and by a rare combination of exceptional gifts; and at the time of his decease he was regarded by the laity and the clergy of that influential communion as a man of distinguished prominence both in persuasiveness of speech and especial loveliness of personal character.

HON. WILLIAM F. DRAPER, a corresponding member of this society, died in Washington, D. C., on the twenty-eighth day of January, 1910.

He was born in Lowell, Mass., April ninth, 1842. His father, at this time, was an overseer in the Weaving Department of the Massachusetts Corporation and an occupant of one of the corporation houses.

Mr. Draper enlisted for the war in 1861, and was chosen second lieutenant of his company, which formed the nucleus of the Twenty-fifth Massachusetts Regiment.

In the Republican Convention of 1888, he was proposed for the office of Governor of Massachusetts by the Hon. Frederick T. Greenhalge, but failed to receive the nomination. He was afterward nominated and elected presidential elector-at-large, and in accordance therewith cast his vote for President Harrison.

In 1892 he was elected to Congress by the Republicans of his District, and in 1894 was re-elected to this honorable position by a large plurality.

On April 5th, 1897, he was confirmed as Ambassador to Italy under the administration of President McKinley. On July 23rd, 1900, he resigned this position on account of the pressure of private affairs.

He was prominently and favorably known among the manufacturers and inventors of machinery throughout the country.

By his talent and industry, he acquired a large fortune. He was a brother of the present Governor of Massachusetts, and a member of a distinguished family.

Today the name of the Town of Hopedale and the family name of Draper seem like synonymous terms, for the physical, social, and business attractiveness of this town are mainly due to the enterprise and high standing of the subject of this sketch and the family to which he belonged.

Thus in unexpected moments our associates pass hence to the realm of mystery. Their work is finished. The withheld completions of their lives will be fulfilled in the great Unknown. It is for us to carry in memory whatsoever in their earthly careers was "lovely and of good report," and of this there is much to remember.

Respectfully submitted,

SOLON W. STEVENS, President.

THE MERRIMACK RIVER IN HISTORY AND LITERATURE.

LOWELL HIGH SCHOOL HISTORICAL ESSAY. BY MISS GLADYS L.
MELLOON, OF THE CLASS OF 1910.

As I look from my window, I see the Merrimack River winding slowly along its course. At this time of the year, the river looks its best with its green banks, covered with blossoming trees. To me, the river is the prettiest river in the world. I have lived most of my life on its banks. I have enjoyed many rides on its shining surface. From my window, I can look up the river as far as its bend at Tyngsborough, just where a bridge spans its waters. On its south bank are situated Moore's Mills and the railroad. On its north bank are the boulevard and the trees. Loving it as I do, I am glad to know and to write of its history.

In 1604, while talking with the Indians on the banks of the Saint Lawrence, De Monts, a French explorer, learned that there was a large river far to the south, which the Indians called the "Merrimack," flowing into the sea. The discovery of the Merrimack took place under the auspices of Henry IV, commonly called *Henri le Grande*, whose reign forms one of the most brilliant eras in the annals of France.

The Merrimack River became known to Captain John Smith in 1614, while he was exploring the coast from Penobscot Bay to Cape Cod.

Merrimack, in the Indian tongue, means a place of strong current, from merroh, strong, and awke, a place, the "m" being thrown in for the sake of euphony. By the Massachusetts Indians the river was called "Menomack," from mena, an island, and awke, a place, meaning the island-place, from the number of beautiful islands scattered here and there in the stream.

This river has its start high up among the mountains, in the very heart of a most romantic country. It has its extreme northern source in the Willey Mountains, so called in memory of the Willey family, who were destroyed by the fearful slide that occurred on the eastern slope of Mount Willey in 1826. On the western slope of Mount Willey, directly opposite the slide and near the base, is a pond called "Ethan Crawford's Pond," in honor of the old pioneer of the Notch. This pond, situated in an almost unexplored wilderness is generally believed to be the source of the Merrimack. This, however, is a mistake, for up the mountain, to the northeast of Ethan's Pond, at a considerable distance, and near the summit of Mount Willey, is another pond, nearly the same size as the former, which is the true source of the Merrimack.

The headwaters of the river are known as the east, middle, and west branches, which, uniting in the town of Woodstock, formerly Peerling, form at once a beautiful and important river. While the east branch is the largest, and has its source some fifty miles above the confluence of the three tributaries; the middle branch has its source in the Profile Lake, at the base of the "Old Man's" eternal throne. The west branch comes far up from the Moosilauke country in the wilderness of timber, where wild beasts maintain as yet almost undisputed sway, and all the tributaries of these three branches as well as the branches themselves, great and small, are all alive with trout.

This river flows in a southerly direction seventy-eight miles to Lowell, and thence flows east twenty-eight miles, emptying into the sea at Newburyport.

Its length, including the Pemigewasset, is one hundred and eighty-three miles, and its chief importance is the waterpower which it furnishes to the manufacturing cities of Manchester, Lowell, and Lawrence.

Though never a great river for navigation, boats have plied its waters. In 1814 or 1815, Hon. J. L. Sullivan, then agent and superintendent of the Middlesex Canal Company, put a steamer on the river, the first ever on the Merrimack. In 1834 the steamboat "Herald," was built and placed upon the stream, to run between Lowell and Nashua. The boat was built in the old cooper-shop of Amos Whitney, which stood on the south bank of the river, above Pawtucket Falls and near the head of the canal.

The Merrimack River is of importance in history. No story of New England is better known than that of the courageous Hannah Dustin. On the fifteenth of March, 1698, Mrs. Dustin, her infant a week old, and Mary Neff, her nurse, were taken captive by a party of Indians, at Haverhill, Massachusetts. The child soon became a worthless burden to the savages, so one of the number put an end to the troubles and sufferings of the innocent baby by dashing its brains out against a convenient tree. Proceeding up the Merrimack with the nurse and mother, who was sick, exhausted, and overwhelmed with anguish at the sight of this shocking cruelty, the party encamped on the island, known as Dustin Island, near Concord, New Hampshire. Mrs. Dustin, in her desperation, formed a determination to exterminate, if possible, the savages, and liberate herself and fellow-prisoners. Her companions, the nurse, and a lad, Samuel Leonardson, who had been previously captured by the same party near Worcester, were informed of her intention, and instructed, as well as possible in the details of the enterprise. The Indians, worn out with fatigue by their long and rapid retreat up the river, after refreshing themselves, sank on the ground, and soon fell into a profound slumber. Now was the favorable opportunity, and the heroic woman, undaunted by the strength, skill, agility, and numerical superiority of her captors, proceeded to execute her daring scheme. By the aid of the nurse and lad, and the murderous implements of the savages, she despatched ten of them.

A woman of the party escaped, and a boy was purposely left unharmed. Scalping the slain, and freighting one of their best canoes with supplies and arms, this weak but resolute party headed their bark down the Merrimack towards home, and arrived safely in Haverhill to the infinite surprise and indescribable joy of their friends.

Poets have loved and sung of the Merrimack, and Whittier has immortalized the stream. The whole valley of the Merrimack, from its source among the New Hampshire Hills to where it meets the ocean at Newburyport, has been celebrated in Whittier's verse, and might well be called "Whittier-Land." The scene of his poem "Mabel Martin" is laid on the Merrimack, between Deer Island and Hawkswood, near Newburyport. The poem begins;—

"I call the old time back: I bring my lay
In tender memory of the summer day
When, where our native river lapsed away,
We dreamed it over, while the thrushes made
Songs of their own, and the great pine trees laid
On warm moonlights the masses of their shade."

The story is as follows:—Goody Martin, who was Mabel Martin's mother, had been hanged for witchcraft. Esek Harden, an influential and popular man of the village, had prepared a husking, to which everyone in the neighborhood was invited. The young people at the party were telling stories, while Mabel Martin "let the shadows fall upon the loveliest face of all." She sat apart knowing that no one would condescend to own the daughter of a witch as his friend. For indeed she was jeered at by the schoolboys and by the people. At last Esek Harden came to her aid. He told all the people if they scoffed at *her*, they must scoff at *him*, for he intended to make her his wife. Under his protection she was safe and honored. Another poem of Whittier's is "Cobbler Keezar's Vision," which was written on the occasion of

a Horticultural Festival in Haverhill. Cobbler Keezar was a noted character among the first settlers in the valley of the Merrimack.

“And still, in the summer twilights,
When the river seems to run
Out from the inner glory,
Warm with the melted sun,
The weary mill-girl lingers
Beside the charmed stream,
And the sky and the golden water
Shape and color her dream.”

Thomas Macey, an early settler of Salisbury, and ancestor of Edwin M. Stanton, the great war secretary, was persecuted for entertaining Quakers, and fled with his family in an open boat down the Merrimack and out to sea to the island of Nantucket which he and some of his neighbors, in anticipation of trouble from the Puritan authorities, had already purchased as a place of refuge. Whittier celebrates the flight in the poem “The Exiles.”

“Far round the bleak and stormy cape
The venturous Macey passed,
And on Nantucket’s naked isle
Drew up his boat at last.”

The Historical Society of Haverhill have purchased the house of Thomas Macey.

Hugh Tallant was the first Irish resident of Haverhill, Massachusetts, Whittier’s native town. He planted the button-wood trees on the river bank called by Whittier “The Sycamores.”

“But, still green and tall, and stately,
On the river’s winding shores,
Stand the Occidental plane-trees,
Stand Hugh Tallant’s sycamores.”

Lucy Larcom also loved the Merrimack River. Miss Larcom worked in the mills in Lowell. She wrote many poems during her working hours. In her poem “My Merrimack,” one can easily see how she liked the river.

“Dear river, that didst wander through
My childhood’s paths, a vein of blue,
Freshening the pulses of my youth
Toward glimpsing hope and opening truth,
A heart thank-laden hastens back
To rest by thee, bright Merrimack.

From hills with sunlit mists aflame,
Down over rocky rapids came,
Breaking in wonder on my sight,
The living water, glad as light,
A child, strayed inland from the sea,
The Merrimack adopted me.”

Primitive man learned the peculiar fitness of this river for supplying his necessities and wants, equally as pressing and urgent as those of his more civilized successors; and here he also congregated around the same falls, constructing weirs to catch his food, erecting his smoking-poles and drying-flakes, building his little wigwam city, augmenting his scanty supply of maize, pom-pions, gourds, and other varieties of squash; catching, curing and trafficking in salmon, eels and alewives; so that Lowell, Manchester, and Laconia of the present day are but the Pawtucket, Namoskeag and Winnepesaukee of by-gone times.

As artisan, mechanic, manufacturer, and capitalist of modern times learned the adaptation and capacity of this river as a motive-power, they congregated about its falls, constructing dams to catch the water on its journey down, erecting monster mills with massive six-story brick walls, building populous cities and beautiful villages, fabricating unsurpassed cotton and woolen goods, machinery and implements.

The river has many useful and important bridges. The first bridge, below the forks, in Franklin, spans the river on the highway from Boscawen to Canterbury.

How long the Merrimack has maintained its present condition and appearance it is impossible even to conjecture. Certain it is that at some period, far in the dim, distant past, the river

was one continuous chain of lakes, whose barriers, being worn by water, ice and drifting wood have successively given way until this whole system of collected waters was drained and ultimately reduced to, and confined within, the present banks.

I think it well to tell before finishing this essay about one of Thoreau's experiences during his "Week on the Concord and Merrimack Rivers." By noon Thoreau and his party coming through the Middlesex Canal, which extended from Boston to Lowell, were let down into the Merrimack through the locks at Middlesex, just above Pawtucket Falls, by a serene and liberal-minded man, who came quietly from his book, though his duties, we suppose, did not require him to open the locks on Sunday. Thoreau says, "With him we had a just and equal encounter of the eyes, as between two honest men. The best relations were at once established between us and this man, and though few words were spoken, he could not conceal a visible interest in us and our excursion. By this man we were presented with the freedom of the Merrimack."

The name of this man was Samuel P. Hadley, who had charge of the locks. The old toll-house still stands on the high bank of the canal surrounded by a number of old weatherbeaten trees. The son of Samuel P. Hadley, Judge Samuel P. Hadley, has lived all his life at Middlesex on the banks of the Merrimack. He, also, is a great lover of this beautiful river.

THE MERRIMACK RIVER IN HISTORY AND LITERATURE.

LOWELL HIGH SCHOOL HISTORICAL ESSAY. BY MISS RUTH P.
WEDGE, OF THE CLASS OF 1910.

The editor of one of our monthly magazines has said that we Americans are inclined to use the superlative degree much too freely. We like to think that what we have is the largest or the best of anything in the world, when, if the fact were known, there are a few things which equal and sometimes even excel what we have in America. It is not my intention, therefore to declare that the Merrimack is in any way the most important river in the world, for to quote the words of the poet Whittier,

“We know the world is rich with streams,
Renowned in song and story,
Whose music murmurs through our dreams
Of human love and glory.
We know that Arno’s banks are fair,
And Rhine has castled shadows,
And, poet-tuned, the Doon and Ayr
Go singing down their meadows.”

Our river, however, does not rank among the least of the rivers of the world; on the contrary it holds with perfect right its place among the most important, for—

“The heathen streams of Naiads boast,
But ours of men and women.”

It is the men and women who have lived along its banks, who have given it its place in history; it is they who have immortalized it in literature; and it is they who have utilized its water-power until the Merrimack Valley is one of the great manufacturing-centers of the world.

Perhaps the men and women of this valley have been no greater or nobler than those who have lived by the Tiber or the Thames. Certain it is, however, that they have possessed those

wholesome, enduring qualities, characteristic of genuine Americans. Over many such men and women the Merrimack has exerted an almost magnetic influence. They have been attracted at all times to its banks, some allured by its marvelous beauty, others by its rare promises of profitable enterprise.

It is difficult to think there was ever a time when the Merrimack flowed through a vast solitude, when no human voices mingled with the sound of its waters. There was a time, however, when perhaps only the voices of the Naiads and woodland nymphs broke the silence of its valley. At that remote time, of which even historians know very little, we are led to believe, by certain alluvial deposits and the peculiar stratification of the soil, that the waters of the Merrimack, instead of flowing unchecked along their present course toward the ocean were confined in a succession of lakes, one of which is thought to have ended at Amoskeag and another at Pawtucket Falls. At length, however, as though weary of their narrow range and forseeing greater possibilities, the waters burst their way through the rocky barriers, and leaving their former beds dry, formed their present lower channel.

For ages afterwards the majestic river, unrestrained by the arts of man, flowed freely along its course,

“Now curving o’er the cliff with dashing roar
Of cataract, now swelling far and wide
Down sloping vales in full majestic tide.”

Six thousand feet above the level of the sea is a small lake near the summit of Willey Mountain, which may be said to be the birthplace of our hardy mountain river. Here the baby stream first opens its eyes on a scene almost unequalled in grandeur,

“Rivers of gold-mist flowing down
From far celestial fountains,—
The great sun flaming through the rifts
Beyond the wall of mountains.”

Here arching branches bend over its cradle and rugged walls of mountains guard for miles its first stumbling progress down the mountain side.

At Woodstock, this stream unites with two others, one of which has its source in the Moosilauke country, and the other in Profile Lake, four thousand, one hundred and seventy feet above the sea level. Thus is formed the Pemigewasset river. At this point the child-stream becomes a youth and flows onward rejoicing in its newfound strength, until at Franklin, uniting with the Winnepesaukee, the river now known as the Merrimack rolls in all the majestic strength of its maturity, down the last of its two hundred and sixty mile course to the ocean.

There are geological indications that the river instead of turning abruptly as it does a short distance above Pawtucket Falls, and entering the ocean at Newburyport, once pursued a southerly course, flowing on the western instead of the eastern side of Fort Hill. Certain it is that owing to the heavy freshets, to the wearing away of the shore, and to the artificial operations at various points along its banks, there have been many changes in its course during the last fifty years.

The first historic mention of the river was made by Champlain de Brouge, the pilot of Admiral Pierre du Gaust, Sieur de Monts, who received a patent from the French Monarch, Henry of Navarre, entitling him to all the territory now occupied by our eastern and middle states and the Dominion of Canada. While cruising along the coast of this country in 1605, he entered a bay, which he called "Ipswitch," and discovered the mouth of the Merrimack, which according to Champlain, he called Gua's or Guast River for himself. The name "Merrimack," however, by which the Indians had christened it, has always remained. The existence of the river was known before, and it may have been visited by the Northmen, who are known to have

come to this country before the expedition of Columbus. At any rate, a statue wrought in dark gray stone which was found at Bradford indicates this possibility.

The early settlers found in the valley of the Merrimack a wild, uncivilized race, who for ages had held undisputed possession of these fertile regions. Here these children of nature had lived their simple lives, peopling the great forces of the universe with their respective deities, seeing in the warm rays of the sun, the smile of the Great Spirit, and recognizing in the roar of the thunder, the sound of his mighty voice.

As wild and free as these natives along its banks, was the Merrimack at the time of its discovery by European explorers. Now gradually a change began to take place. The dense forests through whose winding paths the Indian had pursued the fleet deer, now echoed to the sound of the axe. Log cabins arose where the Indian wigwams had stood. At various points along the bank where the Indian had his "Naamkeeks" or fishing stations arose the early towns of the settlers. The three principal stations at Pawtucket and Amoskeag Falls and Winnepesaukee became the Lowell, Manchester and Laconia of today. At the outlet of Lake Winnepesaukee, still known as "the Wiers" the Indians had established a permanent fish-wier or "ahquedaukenash." Here the tribes of the Merrimack Valley, all of which were confederates of the powerful Pennacooks, gathered twice a year for their great fishing-festivals; once in the fall, that a supply of fish might be procured and dried for use during the winter; and again in April or May when the Spring God Aukeetamit touched with his hands the leaves of the forest and to them

"A soft and many-shaded greenness lent."

But little by little the Indians lost possession of these fishing-stations, the fertile fields of maize and the extensive hunting-grounds. Farther and farther were they forced to re-

treat before the onrush of colonization. As the Indian realized his coming doom and sought to retain his hold on those lands which were so dear to him, there was many a scene of strife and bloodshed witnessed by the peaceful river, and many were

“The terrors of the midnight raid,
The death concealing ambushade,
The Winter march, through deserts wild,
Of captive mother, wife and child.”

Perhaps one of the most spectacular of these scenes was the capture of Mrs. Dustin at the town of Haverhill. But neither such sufferings

“Nor fire, nor frost, nor foe could kill
The Saxon energy of will.”

In the face of hardships completely discouraging to less stout hearts, did those early settlers maintain their hold upon the new country, and the flourishing cities along the banks of the Merrimack today, are an undying memorial of their perseverance.

Important as our river is to-day, it was of no little consequence in the days of the colonies. It early became an important boundary. In 1652, by order of the General Assembly of Massachusetts, Captains Simon Willard and Edward Johnson surveyed its valley as far as the outlet of Lake Winnepesaukee, to determine the northerly boundary of the Massachusetts colony, which extended to a point three miles above the most northern point of the river. “The Wiers” was thought to be the place indicated by the claim, and an inscription was made upon a rock now known as “Endicott Rock,” in the Winnepesaukee river.

A river with the marvellous possibilites of the Merrimack was not destined to be idle forever. Over those sparkling waters where the Indian's graceful canoe had glided now floated great logs. Saw mills began to be build and where once the Household God Wetuomanit had presided, now the god of industry reigned

supreme. Bridges were built across the rushing waters which had been spanned before only by the arching branches of the trees or at night by silver bridges of moonbeams. In 1792, one hundred and forty years after the settlement of Chelmsford, during which the people had crossed the river in ferry boats, the first Pawtucket Bridge was built. Soon the river began to turn the wheels of the numerous mills and

“Where shuttle’s clash and spindle’s whirl,
Sing to the homesick working-girl.”

In 1801, in Lowell, then a part of Chelmsford, was set up the first power carding-machine in Middlesex county. It employed twenty hands and made one hundred and twenty yards of satinet a day. Now the fastest “auto” were not swift enough to carry away the cloth as it is shot from the looms of the mills along the Merrimack.

The Merrimack Valley is no longer the paradise of the Indians. Long since have they departed to the distant “Sunset Land” and only their memory remains. The flourishing city of Lawrence marks the ancient seat of the Agawams. At the home of the great sagamore Passaconaway, now stands the city of Concord, New Hampshire. At Lowell, the headquarters of the great Pennacook tribe, the noble Wonalancet made his last stand against the hostile Mohawks, before he departed forever, with the feeble remnant of his race, from the valley of “the beautiful river with the pebbly bottom.”

No longer is the busy river which turns the wheels of innumerable mills, and furnishes employment for thousands along its banks, as beautiful as when it flowed unrestrained along its course to the ocean. Yet still do people along its banks to-day, love it as did the poet Whittier, not only for what it is, but for what it has been.

For us, the present dwellers of the Merrimack Valley, is the privilege, nay, the duty, to increase the value and the importance of our beautiful river, and leave it for the coming generations, a heritage of even greater power and beauty than was bestowed upon us.

“O dwellers by the Merrimack
The heirs of centuries at your back,
Still reaping where you have not sown,
A broader field is now your own.”

THE WRITING OF LOCAL HISTORY *

BY THE REV. WILSON WATERS, B. D. READ OCTOBER 12, 1910.

History is the record of human activity, a memorial of consecutive public events. But public events result from the single or united action of individuals. History, says Carlyle, is the essence of innumerable biographies. Biography, the record of individual life, is one of the fruitful sources of history, especially of local history, which is of wider scope than biography, and is concerned with the life of a community of individuals; the parish, the town, the county. And *local* history furnishes much of the material for national, or even general, history. Local history is the root of national history. Biography, to most people, is more attractive than history, because it brings us nearer to the individual, with whose life our life has something in common. There is something more concretely and intensely human in it. And the more of the human element you can bring into history the more interesting it will be; so in our day we want to know not only the manners and actions of Kings or Presidents, but also the manners, customs and arts of the common people.

Local history naturally deals more with this everyday home life of the people than does general history, and therefore, to some people at least, local history is more interesting, and the interest increases in proportion to the personal associations we have with the locality with which the history is concerned. For instance, the general subject of taxation, or a statement of the amount raised, or of the method of raising it in a certain town at a certain time, may not be of interest to the ordinary reader, but

*At the time when this paper was read Mr. Waters was writing the History of Chelmsford by vote of the town. As the subject of the essays to be written by the graduating class of the Lowell High School in competition for the prizes offered by the Lowell Historical Society was "Chelmsford," the mother-town of Lowell, the members of the Class of 1911 of the Lowell High School were invited to attend the meeting at which the above paper was read. The writer acknowledges his indebtedness to various authors, most of whom are named in the paper.

if one can tell how a prominent citizen and officer of that town was imprisoned in Boston for not complying with the strict requirements of the Province law relating to that subject, interest is at once aroused. Local history holds hands with biography on the one side, because it has to do largely with individual interests; and on the other side with state or national history, because the interests and activities of the town merge into those of the larger community.

History, of whatever sort, has to be constructed of such material as it is possible to collect for that purpose. Sometimes the resources are distressingly meagre; sometimes there is an embarrassing abundance of material. Then comes in the exercise of judgement in deciding what to use and what not. The first requisite is to have a clear idea of what we are setting out to accomplish, to get a bird's-eye view of the field, and then fix our limits, draw the outline, and select with discrimination what will best serve our purpose. Woodrow Wilson says that the matter should determine the plan, and not vice versa.

The local historian should magnify but not exaggerate striking incidents which illustrate the times and the life of the people.

Pick out the picturesque, the unusual. The newspapers are right, they seek for the unusual. The usual, everyday, hum-drum routine is uninteresting, and to be taken for granted, although it should be touched upon. Your subject may appear at first to be unusually usual, commonplace, but almost always you will find some redeeming features to make attractive the history you are writing. There comes a time, after the lapse of years, when the hum-drum routine of the past becomes picturesque and interesting, because it is different. Customs and costumes change; the ways of our ancestors, their mode of living, speaking, dressing, take on the charm of antiquity. Even such a comparatively modern thing as the railroad has been in existence

long enough to make the early methods of construction and the styles of engines and coaches strange if not picturesque to us. It has reached the historic age, and early descriptive books on railroads and travel by rail are in demand by collectors. An encyclopædia published one hundred years ago is of little practical value for reference today, but it has an historic interest and a commercial value. It is an adjunct to a public library and may be consulted by one who desires to know what information the last century had on any given subject. Many things, if rightly presented, may be made interesting if they cannot be picturesque.

Picturesqueness depends upon an element of restfulness and an attractive presentation of events, and it is thus that local history provides opportunities for that desirable quality.

A documentary history does not, of course, allow of the same picturesque treatment as does a narrative or even a topical history.

The late Bishop of London, Mandell Creighton, says some things concerning the picturesque in history which are well worth quoting, although their scope is wider than our immediate subject. History, he says, cannot be made picturesque by the skill of the writer. It must be picturesque in itself if it is to be so at all. All that the writer can claim is the artistic insight which discovers the elements of a forcible composition in unexpected places, and reveals unknown beauties by compelling attention to what might otherwise be overlooked.

The danger of an excessive desire for picturesqueness is that it leads to a purely external view of the course of affairs. The writer passes hastily from one strongly marked personality to another, from one striking event to another, and neglects all that lies between them.

It is obvious that if the picturesqueness of history lies in a series of vivid pictures of events and striking presentations of character, the historian cannot rival the writer of fiction, and historical novels are the proper mode of expressing picturesque presentation. Some historians have felt the need of more imaginative treatment than their subject properly allowed, and have supplemented their serious histories by historical novels.

An historian is bound by his subject and cannot make it picturesque if it is not so in reality. The great periods of picturesqueness are those in which personality is most powerful. Picturesqueness must come from adequate material and every touch must be real. Imagination, after all, is only an arrangement of experience. You cannot really create. You are only borrowing and adjusting odds and ends according to some dominant conception.

History is concerned with the life of the community, and picturesqueness with the character of individuals.

In proportion as history is picturesque in the ordinary sense, it is not really history. But there is a larger and truer picturesqueness which may be found, not in details, but in principles. The great object of history is to trace the continuity of the life of the community and to discover and estimate the ideas on which that life is founded. Individuals are only valuable as they express those ideas and embody that life.

The picturesqueness of history is largely due to memoirs, and the countries and epochs which have produced them are especially picturesque. Now it is the great crises, periods of disruption, great emergencies, which as a rule impress contemporaries and furnish matter for close observation. The production of crises is, of course, not the highest sign of human intelligence. In fact, a crisis is due to blundering and incapacity. But when a crisis occurs, it is a revelation of character. This is obvious in the drama. But though such times are the best for

displaying individual character it may be doubted if they are the best for displaying national life and national character. National life depends on the blending of various elements and co-operation on a large scale. Periods of revolution destroy this process. A crisis in the life of the individual reveals his true character because it compels him to gather together the various elements of which that character is composed and condense them into a decisive act. In the case of a nation the contrary occurs. The crisis dissolves the bands of national character and sets some elements against the others.

And now a few more words in regard to the selection of material.

There are various departments of local history. One might confine one's self to the ecclesiastical history of a town, its commercial history, or its social or family history, or its military history. Then one could use only certain kinds of material.

But in a general town history, every sort of material is of value. There are several old buildings whose description and history will give an intensified local interest. There are certain characters among its past citizens who must be given a prominent place. Whatever they have said or done or made or written, which has come down to us, we can use to illustrate their spirit, their ideals, their endeavor. The old cocked hat, and horsehair wig, the colonial uniform; the flintlock and long sword; the spinning wheel, the tinder-box, andirons and crane; old letters, old sermons, military commissions, old account books, newspapers, diaries, town records, provincial or colonial records; in short anything and everything which in any true manner is related to the life of the town at any period is proper material.

I have been suggesting some of the sources of local history.

Whenever possible we want to get back to the original sources, because this brings us into the closest possible touch with the past, with all that remains of the past, with books or letters or other documents which the people of the past wrote or owned; houses or furniture which they built or used; the clothes or ornaments they wore; the old spinet, the backgammon board which, closed, could be put on the bookshelves, stamped "History of England." These things which their hands touched, can be touched by ours. Our eyes can see the identical things which their eyes saw. They bring the past vividly before us. From them we get a sense of the reality of by-gone days. They reveal to us the manner of thinking and living, the ideals and ambitions, the passions and pleasures of those about whom we would write. Thus, with the material we may be able to gather, it is easier to reconstruct the olden time, and we are likely to do it more truly and more satisfactorily, because more intelligently.

Every locality has its connection with the larger whole and the general history of a state is better understood by having a knowledge of at least a few of the small local communities. One of the attractive features of such writers as Dean Stanley is the ability to fasten upon some picturesque building or person or incident of local history, describe it and show how it is related to, and illustrative of, the larger subject with which he is dealing. Indeed such has been the practice of the best writers and orators from the time when St. Paul quoted their own poets to the Athenians.

Although it has been said that history is philosophy teaching by examples, yet we need not, perhaps we cannot, bring much of the philosophy of history into the sketch of a single town. This should be rather an interesting and truthful narrative. In works of larger scope the historian today is expected "to show how things hang together. It is his business, behind the actors in this universal drama, to discern the causes, the

geographical, economic, and ethnographical causes, as well as the psychological, political and ethical causes; and to understand the institutions in which those causes have embodied themselves."

The drama of history, it has been said, is essentially a development. The subject of this development is Man. The theme is human character. In the drama of universal history, the nations are the individual actors

The philosophy of history undertakes to pass in review the drama as a whole, to discern its final cause, to demonstrate its motive, and to indicate its total significance

According to Macaulay, to write history respectably is very easy; but to be a really great historian is perhaps the rarest of intellectual distinctions. He says: "We are acquainted with no history which approaches to our notion of what a history ought to be; with no history which does not rudely depart, either on the right hand or on the left, from the exact line. This province of literature is a debatable land. It is under the jurisdiction of two hostile powers; and like other districts similarly situated, it is ill defined, ill cultivated and ill regulated. Instead of being equally shared between its two rulers, the reason and the imagination, it falls alternately under the sole and absolute dominion of each. It is sometimes fiction, it is sometimes theory."

Froude, it is recorded, once said to Tennyson, that the most essential quality in an historian is imagination. But imagination must not be confounded with invention, which is the last resort of those who have not imagination. Imagination clothes the skeleton with flesh and blood and its appropriate dress; and must be intelligent and spring from knowledge.

Boswell records that Johnson thought it required no great ability to write history. But there was an old Roman law which forbade anyone below the dignity of knight to presume to write history, it being taken for granted that he would lack intellectual and other qualifications.

Carlyle says that in a certain sense all men are historians; they are such whenever they relate the events and transactions of the past. But in the technical sense, we are not all historians, are not expected to be, and cannot be. Historians, like poets, are born, not made. It has been said that we cannot all have the concentrated power of diction which belonged to Tacitus, or Livy's picturesque phraseology, or Xenophon's pure simplicity of style, or the tragic force of Thucydides. Nor have we all the scientific or philosophical spirit which the present age demands in its historians. Not many, perhaps, possess the patience required to accomplish much in original historical research, nor the critical faculty to decide upon the authenticity, genuineness, and truth, as well as the value of the results of our research. It used to be a general practice and it is not uncommon today in writing historical sketches or essays, to accept the published statements of authors without much question, but if we would be real historians we must subject our authorities to a kind of cross-examination, and find out what sort of political or religious bias may have marked their statements, what their literary habit and temper is, whether rhetorical, or given to exaggeration, or careless in making assertions, or otherwise untrustworthy. The writer must be a critic.

"The critic," says Lord Acton, "is one who when he lights on an interesting statement, begins by suspicion. He remains in suspense until he has subjected his authority to three operations. First he asks whether he has read the passage as the author wrote it. For the transcriber, and the editor, and the official or officious censor on the top of the editor, have played strange tricks, and have much to answer for. And if they are not to blame, it may turn out that the author wrote his book twice over, that you can discover the first jet, the progressive variations, things added and things struck out. Next is the question where the writer got his information. If from a previous

writer, it can be ascertained, and the inquiry has to be repeated. If from unpublished papers, they must be traced, and when the fountain head is reached, or the track disappears, the question of veracity arises, the responsible writer's character, his position, antecedents, and probable motives have to be examined into; and this is what, in a different and adapted sense of the word, may be called the higher criticism, in comparison with the servile and often mechanical work of pursuing statements to their root. For an historian has to be treated as a witness, and not believed until his sincerity is ascertained. The maxim that a man must be assumed to be honest until the contrary is proved was not made for him. The main thing to learn is not the art of accumulating material, but the sublimer art of investigating it, of discerning truth from falsehood, and certainty from doubt. It is by solidity of criticism, more than by the plenitude of erudition, that the study of history strengthens and extends the mind."

History, according to a certain writer, is, in a true sense, a department of psychology. The phenomena which it chronicles are of real value as indicating things that do not appear; the passions, sentiments, convictions, and aspirations of mankind.

There is a *science* of history, the *knowing* how to write it.

But that view of history which presents it as a science regards it as an endeavor to reach objective truth, to establish the real relations of events, to trace their causes and effects. Its aim is purely impersonal and intellectual. On the other hand history may be regarded as a pageant, showing the life and manners of warm, breathing men and women, which appeals to us by its dramatic and picturesque quality, and in which we take a kind of aesthetic pleasure.

The past life of humanity is the subject-matter of history: your account of some portion of it is history. When you describe the costumes, the table manners, the cost of food two hundred years ago, or how lucifer matches were first made, you are writing history.

History is a science and an art. To be a great historian one must be a great artist, must have the creative or poetic power to make the past live before us. But literary power is of little value in writing history, without learning, accuracy, critical power, candor and judgment, or common sense. It is said of Froude that he was a great master of word painting, but that he lacked these other essentials.

Macaulay tells us that facts are the mere dross of history. It is from the abstract truth which interpenetrates them and lies latent amongst them like gold in the ore, that the mass derives its whole value. No past event has any intrinsic importance. The knowledge of it is valuable only as it leads us to form just calculations with respect to the future. Some of us think that Macaulay was mistaken. Facts are *not* the dross of history, but the true metal, and the historian is the worker in that metal. He has nothing to do with abstract truth or with practical politics, or with forecasts of the future.

The true historian seeking to compose a true picture of the past must collect facts, select facts, and combine facts. Methods and styles differ. The historian's purpose is truthful narration.

Some people write because they think they have something to say. Others write because they think they have to say something. One cannot write real history unless one has a body of facts to arrange and set forth in intelligent and artistic order.

A partisan can not write true history, for he inevitably subordinates and depreciates everything with which he is not in sympathy. Froude and Macaulay have been charged with

having too many prejudices, and Green with using violent rhetoric. The historian should be able to sympathize with men and movements out of harmony with his own ideas. While writing history one must cease to be a partisan, must employ one's constructive imagination, and endeavor to produce a work of art. "The defect of Macaulay's, Froude's and Mommsen's works is not that they are works of art, but that as works of art they are injured by glaring color, and want of keeping, and discordant values. They violate the canons of art."

Opinions differ as to whether history is science or art or literature. It should be all three. History is, in shorter form, story; a word derived from the Greek, which signifies information obtained by inquiry. Faithful and patient inquiry and skilful narration make good history, a true picture of by-gone times. The work of the historian is to keep the past alive. History is a pageant rather than a philosophy.

Addison speaks of the art of the historian which qualifies him to please the imagination. In this he thinks Livy excelled all others. "He describes everything in so lively a manner that his whole history is an admirable picture and touches on such proper circumstances in every story that his reader becomes a kind of spectator and feels in himself all the varieties of passion which are correspondent to the several parts of the revelation."

There is a proverb to the effect that a people which cares nothing for its past, has no present and deserves no future.

It would seem as though every one should be interested to know the history of his own town or of any town in which he may sojourn. He should wish to know what manner of people they were who first settled it, and whence they came, they who, "by their sturdy efforts subdued the earth and made it fruitful, felled and planted, delved and spun; who laid the foundations of our political, social and religious institutions; who they were that

began under great privations and dangers what we now enjoy in abundance and without molestation.”

The knowledge of these things will help one better to love and to appreciate the topographical features of forests and hills, the brooks and meadows, the long travelled roads that lead by the old homsteads, while one's imagination clothes them with incident and legend and peoples them with the spirit of past years. One will more truly realize and enjoy the comforts and conveniences of the present day, as one compares them with the meagre advantages of the olden time.

HISTORICAL SKETCH OF THE POLICE COURT OF LOWELL

BY JUDGE SAMUEL P. HADLEY. READ DEC. 14, 1910.

Perhaps I cannot begin this paper in any better way, than to quote the language of Chief Justice Shaw in *Commonwealth v. Emery*, 11 Cushing, 410, a Lowell case, in which he says that "the object and policy of these laws for the establishing of police courts, as was well understood, was to constitute a court of a more permanent character, and under a more competent judge, and to be in constant or frequent session, in all large places, having people enough to render such courts necessary; leaving the jurisdiction of justices of the peace as before in other places. And it was necessary to carry this policy into effect, that the jurisdiction of police courts should be exclusive."

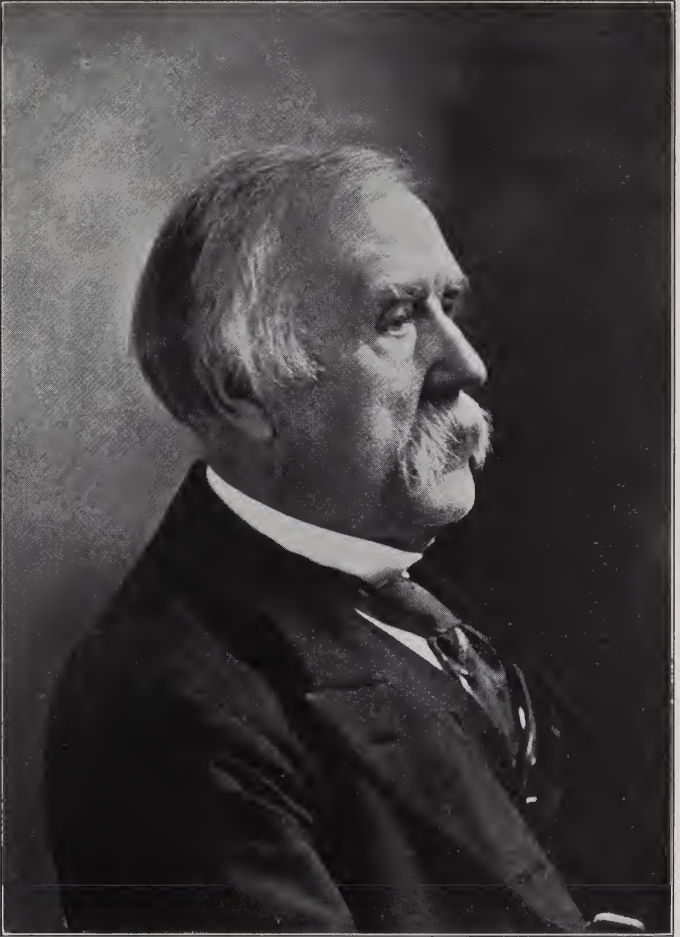
The first Police Court established in the Commonwealth, was the Police Court of Boston, in 1821. The Salem Police Court was established ten years later, in 1831. The Police Courts of Lowell and Newburyport were established the same year, in 1833, the bill of the Lowell court ante-dating that of Newburyport by twenty-five days. The Police Courts of New Bedford and Taunton were established in 1834.

Chapter 64 of the Acts of 1833, establishing the Police Court of Lowell, consists of nine sections. I quote the first section in full as follows.

The Act is entitled

An Act to establish a Police Court in the town of Lowell.

Section 1. Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, That there hereby is established within the town of Lowell, in the county of Middlesex, a police court, to consist of one learned, able, and discreet person, to be appointed and commissioned by the Governor, pursuant to the constitution, to take cognizance of all crimes, offenses, and misdemeanors committed within the town of Lowell, whereof justices of the peace now have, or may have jurisdiction. And the court hereafter established,



SAMUEL PAGE HADLEY

Born October 22, 1831 Died March 18, 1919

President, Lowell Historical Society, 1918-1919

shall hear and determine all suits, complaints, and prosecutions, in like manner as is by law provided for the exercise of the powers and authority which are, or may be vested, in justices of the peace, and do all acts necessary to, and consistent with, such powers and authority. And the said Police Court shall also have original jurisdiction and cognizance of all suits and actions which may now, or at any time hereafter, be heard, tried and determined before any justice of the peace in the County of Middlesex, and exclusive jurisdiction whenever the plaintiff resides in Lowell, and service of the writ is had on the defendant in said county; and no writ in any such suit or action shall be made returnable before any justice within said town of Lowell, but to said Police Court only; and an appeal shall be allowed from all judgments of said Police Court in like manner, and to the same extent that appeals are now allowed by law from judgments of justices of the peace; and the Justice of said Police Court shall not be of counsel or attorney to any party in any action, matter or thing whatever, which may be pending in said court.

The 2nd Section deals with the return of warrants before the Police Court, issued by justices of the peace, and the manner of allowing their fees.

The 3rd Section provides for accounting for fines and costs, and the taxing of costs.

The 4th Section provides that "the court shall be held by the Justice, in some suitable and convenient place, to be provided by said town of Lowell, on two several days in each week at nine of the clock in the forenoon, and as much oftener as may be necessary, to take cognizance of crimes, offenses, and misdemeanors, and on one day in each fortnight, at ten of the clock in the forenoon, and may be adjourned from day to day by the Justice thereof, and at such other times as may be necessary, for the trial of civil suits and actions; and the Justice of said court shall, from time to time, establish all necessary rules for the orderly and uniform conducting of the business thereof."

The 5th Section relates to the compensation of the Justice by fees, the same as those of justices of the peace.

Section 6 provides for the keeping records and making returns.

Sec. 7 provides for pending suits before justices of the peace within the town of Lowell.

Sec. 8 provides for the appointment of two special justices.

Sec. 9 provides that the Act shall go into operation from and after the thirty-first day of March next, and the Governor shall have power by and with the advice and consent of the council, to appoint said Justice and special Justices at any time after the passing of this Act.

As the Act was approved by Governor Levi Lincoln on the second day of March, 1833, and by its terms it was to go into effect on the thirty-first day of March next, the act as passed would not have taken effect until March 31, 1834, an error which was not discovered until it became law. To remedy this, the General Court passed an additional Act, approved March 15, in which the word "next" was repealed, and the word "said" substituted, so that the Act took effect as intended, March 31, 1833.

Pursuant to the provisions of the Act, Governor Lincoln appointed Hon. Joseph Locke, of Billerica, Justice, and Hon. Nathaniel Wright and Hon. Joel Adams, special Justices, and they were duly sworn and qualified.

Judge Locke was born in Fitzwilliam, N. H. April 8, 1772, and was graduated from Dartmouth College in 1797. He studied law with Timothy Bigelow, and was admitted to the bar in 1801, and in 1802 opened an office in Billerica. Judge Locke was a man of considerable distinction at the time of his appointment, having been elected representative from Billerica in 1806, and was re-elected seven times. He was for eight years President of the Court of Sessions for Middlesex County, a tribunal which at that time had a jurisdiction over county affairs now performed by the Board of County Commissioners. In 1816 he was nominated a Justice of the old Court of Common Pleas, which position he declined. He was a Presidential Elector in 1816, and voted for Rufus King for President, in opposition to James Monroe who was elected. He sat as a delegate from Billerica in the Constitutional Convention in 1820, and served on an important committee in the work of that body. He was a member of the Governor's Council in 1822 and 1823. He was a resident of

Billerica at the time of his appointment, but became a resident of Lowell the same year. Both Special Justices were graduates of Harvard, and both were practicing lawyers in the then town of Lowell.

These Justices were appointed by the Governor, under the constitutional provisions creating a judiciary, for life or good behavior, and it may as well be said here that the Revised Statutes, passed in 1836, provided that in future appointments of Justices of Police Courts, the tenure of office should be the same as justices of the peace, which was the law when Judge Crosby was appointed as the successor of Judge Locke, in 1846. In 1847 the words of this tenure were repealed, and the constitutional tenure restored.

It will be noticed that the Police Court of Lowell and other Police Courts established in 1833 and 1834, were given by law the same powers, civil and criminal, in their several jurisdictions, as justices of the peace. There is no doubt, I think, if the question had been raised, and I cannot find that it ever was raised, as to whether or not the criminal jurisdiction was exclusive in the town of Lowell, that an authoritative answer would have been given in the affirmative, although it was not conferred in the Act, as it was in civil cases. The opinion of Judge Shaw, in the case cited at the beginning of this paper, is ample authority for this conclusion, although the Act conferring exclusive jurisdiction on Police Courts in their several districts, was not enacted until 1848. The cities of Salem, Lowell, Newburyport, and New Bedford, were made judicial districts, by the Revised Statutes of 1836.

When Judge Locke assumed his duties as Judge, the laws of the Commonwealth were unrevised. In 1823 there was printed and published an edition of the general laws of the Commonwealth, then in force, which convenient and useful volume, with the annual volumes containing the general laws en-

acted after that date which we now call the blue books, composed all the statutory authorities he was required to consult, up to the revision in 1836. These Police Courts were not mere Justice of the Peace tribunals in their Districts, under another name. They were courts in all that word in law expresses. The Acts establishing them indicate a judicial, organized tribunal, having attributes and exercising functions independently of the persons of the magistrates designated to hold them, and distinguish them from the case of justices of the peace, on whom personally certain judicial powers were conferred by law. It was true that Police Courts were, by the law constituting them, vested with all civil and criminal jurisdiction of justices of the peace; but this was a mere mode of describing their jurisdiction, and did not give a legal character to the court. Many powers were vested in these courts not conferred on justices of the peace, their constitution was different, and its modes of proceeding were different. This matter was discussed by Chief Justice Shaw in *Ex-parte Gladhill*, in 8 Metcalf, 168, a Lowell case.

In 1833, the original and concurrent jurisdiction of the court in criminal cases was very limited, as we would regard it today. It had, however, a common law jurisdiction confined to comparatively few offences, with power to impose fines of small amount and brief terms of imprisonment. The civil jurisdiction was limited to an *ad damnum* of only twenty dollars.

I have not space in this paper to go much into details for the purpose of showing what enlargements have been made in the jurisdiction of the court, on both criminal and civil sides, and what additions have been made to its jurisdiction in many ways since 1833, which have arisen out of the growth and expansion of business and other causes, calling for legislation, with remedial judicial action.

If anyone is interested in this subject, he has only to compare the modest Revised Statutes of 1836, with the ponderous two volumes of the Revised Laws of today. In the latter he will find scores of offences of which my distinguished predecessors had no knowledge, but which today are common matters of disposition. He will find, also, powers and duties imposed on the court, and with which it has to deal, arising out of the growth, change and advance of social and business life which the times are demanding and make necessary.

Mr. Lowell's lines are very true :

New times demand new measures and new men,
The world advances, and in time, outgrows
The laws that in our fathers' time were best.

The court-room provided by the town of Lowell for the new court, was a room in the second story of a brick building then standing on Central street, between Market and Middle streets, then called Crosby's Building, which some years after was fitted up by Amos B. French as a restaurant and confectionery establishment. This building was afterwards removed, and the present Central Block erected upon the site. The first session for criminal business was held by Judge Locke at nine o'clock on the morning of April 2, 1833, and the first criminal case tried by him was that of Timothy Hoitt, complainant, against Simeon Hardy, for assault and battery upon the complainant. The warrant was served by Joseph Parker, Constable of Lowell. Hardy pleaded guilty, was adjudged guilty, and fined one dollar and costs, the whole amounting to six dollars and seventy-two cents. From the size of the fine imposed, I conclude the assault was not a very serious one; but Mr. Simeon Hardy, whoever he was, enjoyed while he lived the distinction of having been the first person convicted by the court, his case standing No. 1 on the docket.

An examination of the process discloses the fact that the court had adopted no distinctive seal, the seal used being the familiar diamond shaped piece of white paper placed upon an ordinary red wafer. I may say here that the distinctive seal of the court which remained in use until June 18, 1858, was not adopted and used until June 19, 1837, and was first used on a warrant issued by the court against Cyrus Johnson, No. 162, for violation of the Lord's day. There being no jail in Lowell in those days, commitments on sentences direct or alternative, and on orders for a future day, were necessarily made to the jails at Concord or Cambridge. The old brick jail on Dutton street opposite Western Avenue, was not built until 1838, some account of which will appear further on.

The first civil case entered and tried was that of Philip T. White, of Lowell, plaintiff, against Joseph G. Morse, defendant. The writ was dated April 1, 1833, and made returnable April 9, an action for debt for services performed by the plaintiff for the defendant, in making divers articles of clothing, the claim amounting to \$10.04. The writ was issued from the office of B. Streeter, Esq., and was endorsed with these words, "Mr. Officer hold for bail." The writ was served by Amos Wetherbee, Constable for Lowell. There was a judgment by default, amounting to \$10.04, debt or damage, and \$3.11, costs of suit, the whole amounting to the sum of \$13.15. This case is No. 1 on the civil docket.

Wishing to revive names and memories of some of the early lawyers of Lowell, I have examined the first one hundred cases disposed of on the civil side of the court, and find the names of the following members of the bar who appeared in them, on one side or the other, a number of whom I knew personally, beginning with B. Streeter, who entered the first writ. He appears in the directories of 1833-34-35, as B. Streeter. I know little of him except that the B stood for Barzillai, a Bible name, being that borne

by the good old man who did not want to leave home at the bidding of David, and whom David kissed good-bye; but what a name for a boy! W. F. Hilliard and Francis Hilliard were brothers, the latter, the author of "Hilliard on Mortgages," a familiar text book. I remember Francis very well. He removed to Boston. John A. Knowles, well remembered by many as a lawyer, was for many years President of the Appleton Bank; Samuel Parker, who lived in Middlesex Village, was my neighbor; Elisha Fuller, whom I knew; John P. Robinson, the great lawyer and famous Grecian, Ben Ball called him the New England Porson, a doubtful compliment, I think; Horatio C. Meriam, long a resident of Tewksbury, and latterly much interested in pomoculture and kindred subjects, I knew him well; Edward R. Olcott, and William T. Heydock, composing the firm of Olcott & Heydock; Isaac O. Barnes, famous as a wit, and associated with the story of John Roger's warm feet; Nathaniel Wright, a famous old lawyer, third Mayor of our city, and special Justice of the court; Samuel H. Mann; John R. Adams, one of the famous Adams family of North Chelmsford. His first office was in the house in which I live, afterwards in the building which stood on the corner of Middlesex and Baldwin streets. He moved to Lowell, built the Adams Block, and had his office in the north end of the building. Adams street was named for him; Chapman & Ammidon, whom I did not know; Seth Ames, a splendid lawyer, refined scholar, son of Fisher Ames of Dedham, member of Congress, and brilliant orator. Seth Ames was for many years Clerk of Courts for this County, was appointed Justice of the Superior Court, then Chief Justice, and from the Superior Court was appointed an associate Justice of the Supreme Court; but Judge Ames, then a young lawyer, actually sued one Samuel Hardy for professional services which he valued at \$6. and recovered. I hope he collected the judgment. Then appears the name of John M. Wilson; then Luke Eastman; the oath he

once administered on swearing a client to an affidavit, is an old story among Lowell lawyers. The officers serving these writs were my dear old friend, the genial, grand old man, Col. Jefferson Bancroft, so many years Deputy Sheriff, and twice Mayor of our city; John Kimball, and W. C. Lewis, Deputy Sheriffs; the latter lived in Groton, and I knew him when I was a boy in the old Lawrence Academy, in that town.

Then appear the names of the following constables: Amos Wetherbee, Joseph G. Wyott, Joseph Parker, and Zachæus Shed. Mr. Shed was for a number of years City Marshal.

I now come to an event in Lowell history, which, although not strictly a part of the history of the Police Court, is of so much importance as local history, as to warrant me in introducing it into this sketch, I mean the establishment of the Supreme Court and Court of Common Pleas in Lowell, making it one of the shire towns of Middlesex County. I shall speak of this event as briefly as possible, but shall give a statement of the facts, and by so doing render some service to the future historian of our city, in case such a person should at some time in the future make his or her appearance. I am quite sure they will be new to some persons.

The agitation for a city charter for Lowell began in 1835, but action by the town was not taken until February, 1836, when a draft of a charter was prepared by Hon. Luther Lawrence, a distinguished lawyer in Lowell, who afterward became our second Mayor. The charter was submitted to the General Court, and enacted by that body, and approved by Gov. Edward Everett, April 1, 1836. In 1835, the year before, after a very severe contest over the project, the town had voted to erect the Market Building on Market street, and this building was in process of erection when the charter was granted. Having become a city, and a prosperous and growing one, distant fifteen and twenty-seven miles from the other shire towns, Concord and

Cambridge respectively, and finding it inconvenient for Lowell people to attend court at the other shire towns, especially Concord, it was deemed right by the enterprising citizens of the newly chartered city, that it should be made one of the shire towns of the county by having certain terms of the Court of Common Pleas and of the Supreme Judicial Court held in the City. A jail, also, was greatly needed, for the reasons already stated. The new Market Building just erected, having two stories above the market, was deemed a proper place in which to accommodate the courts, being central and convenient to all concerned.

Accordingly a petition was prepared and signed, and a bill prepared which passed the General Court only fifteen days after the approval of the charter Act, to wit, on April 16, which provided, in the first section, that the terms of the Supreme Judicial Court, now by law to be holden at Concord, on the 2nd Tuesday of April 1837, and the terms of the Court of Common Pleas, now by law to be holden at Concord, on the 2nd Monday of September, 1837, should on said 2nd Monday of September, 1837, and each year thereafter, be holden at Lowell.

The third section of the Act provided in the following words, "that this act should be wholly void and of no effect, unless the town of Lowell shall, on or before the first day of March next, without expense to the County of Middlesex, provide a suitable court-room and other accommodations for said courts and their officers, and a jail for the safe keeping of prisoners, the expense of which jail shall not exceed ten thousand dollars, in said Lowell, to the acceptance of the commissioners of the County of Middlesex, and execute and deliver to them a sufficient lease or other instrument to secure the use thereof for the purposes aforesaid, permanently to the said county." It was further provided in the same section, "that said town is hereby authorized to raise and assess a sufficient sum for the purpose of providing said accommodations for said courts, and erecting said jail."

This Act was approved April 16, 1836.

In pursuance of the provisions of this Act the city of Lowell went forward at once with the work of providing accommodations for the courts named, in the new Market Building, but from some cause, failed to comply with the requirements of the Act before the first day of March, 1837, so that it became void and of no effect; but at the session of the General Court held in 1837, the act of 1836 was revived, and the following additional Act was enacted:

Sect. 1. The act to which this act is in addition, which act is hereby revived, shall be void and of no effect, unless the city of Lowell, on or before the first day of April next, shall pay to the County Commissioners, for the time being, of the County of Middlesex, the sum of ten thousand dollars to be applied and expended by them towards the erection of a jail in said Lowell, with suitable appurtenances for the safe keeping of prisoners; and shall also, on or before said day, finish the court room and other accommodations now begun at said Lowell, and in part finished, for the use of the courts named in said Act, according to the plan and style in which the same are now begun; and shall, also, on or before said day, by a good and sufficient lease or other conveyance, duly executed and delivered to said County Commissioners, secure and confirm said court-room and other accommodations to the County of Middlesex to be permanently used for the purposes of said Act.

The second section of the Act provided that if the city of Lowell shall fulfil the foregoing conditions, the April term of the Supreme Court, and the September term of the Court of Common Pleas, shall annually thereafter be holden at Lowell, and the Sheriff of Middlesex County shall give seasonable and proper notice thereof in all the newspapers published in said county.

The third section is of so much interest that I copy it in full as follows:

Sect. 3. It shall be the duty of the County Commissioners for the time being, of said county, to receive the aforesaid payment, and thereupon to proceed and purchase a lot of land in said Lowell, and to erect a jail on the same, with all necessary

appurtenances and conveniences for the safe keeping of prisoners. And if the aforesaid sum shall be insufficient to defray the expense of said land and jail, the residue of said expense shall be defrayed by the County of Middlesex.

This Act was approved by the Governor March 24, 1837.

It will be seen that this Act of 1837 in its conditions was more favorable to the city than the Act of 1836, inasmuch as it placed the duty of buying land and building the jail upon the county commissioners, and the contribution of the city to the expense was fixed at ten thousand dollars.

As the conditions of this Act were to be fulfilled by the city by the first day of April following its approval on March 24, giving only six days in which to comply, I conclude that the accommodations called for by the Act, were practically finished at the time of its passage. At all events the new court-room and offices connected therewith, were used for the first time, by the Supreme Judicial Court, on the second Tuesday of April, 1837.

The accommodations provided for the courts were in the second story of the Market Building, and occupied about two-thirds of that story. The court-room was in the central third of the floor, and was about the size of the present Police Court room, the bench and clerk's desk being on the westerly side of the room.

The rooms for judges and other officials were in the westerly third of that story, and jury rooms were in the third story. The entrance to these offices and the court-room, was by the west front entrance and staircase from Market street, which is now the public entrance to the Police Court room. Two doors, one on each side of the bench, opened into the court-room.

While making provision for the Court of Common Pleas and Supreme Court, it was decided by the City to locate the Police Court in the same building, and accordingly a portion of the easterly third of the second story was set apart for that pur-

pose. I have not found the precise date of the removal of the court from Central street to these new quarters, but I conclude it was done as soon as the rooms were ready for occupancy in April, 1837. The public entrance to the higher courts, and to the court-room and offices of the Police Court, was the same; the east entrance door and staircase were similar to the westerly entrance.

On entering by the east front entrance, and ascending the stairs to the second story, the Police Court room was on the left side of a central passage way. It was a long narrow room in the southeast corner, or rather portion, of the building, and was the floor space now used by the Police Commissioners. There were two entrances into this room from the passage. The first was the public entrance, the second, the entrance for the court. The bench was at the west end of the room. On the opposite side of the passage, corresponding to the room now occupied as second session room by the Police Court, was the judge's office and record room. At the end of the passage, was the public entrance to the Court of Common Pleas and the Supreme Judicial Court, a wide doorway having a pair of swing doors covered with green baize. The public, in the large court room, were seated on the east side of the room.

We now find the Police Court in 1837, in its small, but tolerably convenient quarters in the Market Building. The location was, I have no doubt, an improvement on the Central street accommodations, which as nearly as I can ascertain, were in many ways inconvenient.

In this court-room Judge Locke presided over the Police Court of Lowell, with great ability and general acceptance, for thirteen years; and many men who were then, and afterwards became, distinguished members of the profession, practiced before him. In this court Gen. Butler began his great professional career. Besides those lawyers already named, Hon. Tappan

Wentworth, a man of extraordinary attainments as a lawyer and wonderful intellectual power, afterwards member of Congress, and benefactor of Dartmouth College, who bequeathed his library to the Police Court; Henry F. Durant, a brilliant lawyer and founder of Wellesley College; Thomas Hopkinson, a Justice of the Court of Common Pleas, and President of the Boston & Worcester Railroad; Josiah Gardner Abbott, the persuasive and convincing advocate, afterwards Judge of the Superior Court and Member of Congress; Daniel Samuel Richardson, a great lawyer, one of the greatest I ever knew, and who ought to have sat as a member of the Supreme Court; Horatio G. F. Corliss, long the counsel of the Locks & Canals Co., somewhat eccentric, but a sound and well-read lawyer; Isaac S. Morse, my old preceptor, a good lawyer and thorough gentleman, district attorney for the northern district for many years; Richard G. Colby, a man of great promise whose premature death was greatly lamented. These are some of the men who practiced before Judge Locke in this local court, and have all passed away.

As I desire to speak of events in the history of the Court in as much of a chronological order as possible, I now consider some matters relating to the jurisdiction of the Court, which led to the appointment of a clerk. By the Revised Statutes, Chap. 87, Sec. 37, it was provided that "the Standing Justice, or other Justice who holds the court, shall perform all the duties of clerk thereof." Under the acts establishing the early Police Courts, no provision was made for a clerk, the Justices keeping their own records, as did justices of the peace.

The United States Naturalization laws conferred the power of naturalization upon state courts of record in the various states, and it was held by the United States courts that, to constitute a court a court of record, it must have common law jurisdiction and have a separate clerk, and a distinguishing seal.

The seal, as I have already stated, was adopted on June 19, 1837, and under the Revised Statutes, just cited, Judge Locke performed the duties of clerk. In 1838, Chapter 147, of the Acts of that year, the General Court enacted a law giving justices of Police Court's power to appoint a clerk, to be paid by the justice.

This enactment was passed for the purpose of complying with the United States naturalization law, and enabling Police Courts to obtain jurisdiction. Under this authority, Judge Locke appointed Albert Locke, Esq., clerk, and he performed the duties of clerk until his death, which occurred Sept. 26, 1840. His successor, Hon. John A. Knowles, was appointed by Judge Locke September 8, 1840, and he performed the duties of the office until the appointment of Judge Crosby as Standing Justice in 1846. The only service required of Mr. Albert Locke and Mr. Knowles appeared to be to sign naturalization papers, as required by the naturalization laws. In 1844, the Supreme Judicial Court in *Ex parte Gladhill*, reported in 8 Met. 170, settled the powers of Police Courts in cases of naturalization, so that, in 1846 when Judge Crosby assumed his duties as Standing Justice, he made no appointment of Clerk under the Act of 1838, but performed the duties of Clerk under the provisions of the Revised Statutes. The clerical work of the court was performed by young men who studied law with the judge, and found the experience derived from such service, of advantage to them. I do not know that they received compensation for their services, but I have always supposed they did to some extent. Among those who served in this capacity, were Hon. William S. Gardner, afterwards junior member of the famous firm of Sweetser & Gardner, Justice of the Superior Court, and of the Supreme Judicial Court; William S. Pors, a German law student; Linus M. Child, who became a distinguished member of the bar in Boston, son of the Hon. Linus Child; William Prescott Wright, son of Hon. John Wright, so long Agent of the Suffolk Mills, Hon. Stephen

Moody Crosby, only son of Judge Crosby, afterwards a prominent banker in Boston. There may have been others, but those named are the only ones I can recall. As I have said, these young men held no official position in the court, but performed clerical labor only.

In 1856, on account of the increasing business of the court, Judge Crosby appointed under the law of 1838 Hon. George Stevens, Clerk of the Court. He began his duties on June 1, of that year, and served until the first day of August, 1857, when he resigned, and on that day the writer, having been appointed by Judge Crosby Mr. Stevens's successor, took the oath of office.

In 1860 an Act was passed providing that the office of Clerks of Police, District and Municipal Courts, should be elective at the Municipal election of 1861, and every fifth year thereafter. The writer was elected in 1861, 1866, 1871, and 1876. A change was made in the law in 1877, providing that clerks should receive their appointments from the Governor, but that clerks in office should serve out their terms. As the writer's term did not expire until December 1881, he held office under the terms of the law, until that date, and was appointed by Gov. Long as Clerk under the Act of 1877.

The writer, having been appointed standing Justice of the Court, on February 25, 1885, resigned the office of Clerk, and on the same day was qualified as Standing Justice.

James Francis Savage, Esq., was appointed Clerk of the Court on the 4th day of March, 1885, and the same day was qualified. Mr. Savage has held the office by reappointment, since that date.

Edward W. Trull, Esq., was appointed Assistant Clerk on the 26th day of March, 1889, and has held the office by reappointment since that date.

In April, 1846, on account of feeble health, Judge Locke resigned the office of Standing Justice of the Court, having served twelve years and eleven months.

From inquiries made by me of old members of the bar who knew Judge Locke well, I have no reason to conclude that Mr. Cowley's estimate of him, as given in his History of Lowell, is not perfectly correct.

"He was," he says, "a gentleman of the old school, an accomplished lawyer, thoroughly versed in that great body of reason, the common law. His career was marked by all the qualities which could confer dignity on the post, and develop in the bar the best traits of the legal, and in him the best traits of the judicial character."

Daniel S. Richardson told me that Judge Locke was a rather stern and austere man; but sternness and austerity were regarded in those days more than now, important characteristics in a magistrate. He had but little sense of humor.

I remember Judge Locke very well. When a boy I was twice a visitor at the Police Court during a session when the Court was occupying the room at the southeast portion of the Market Building, and saw him on the bench trying criminal cases, in one of which Gen. Butler, then familiarly called Ben Butler, was, as usual, representing the defendant.

I saw him a number of times after his resignation, the last time being a short while before his death, when shovelling snow off his steps and sidewalk at his home on Central street.

He was a Representative to the General Court from this city in 1849, and died, universally respected and esteemed, on the tenth day of November, 1853.

In person he was a tall, spare man, with strong intellectual features, pale, and apparently suffering from ill-health, with a well formed head, nearly bald.

On May 19, 1846, Hon. Nathan Crosby was appointed Standing Justice of the court, to fill the vacancy occasioned by the resignation of Judge Locke. The appointment was made by Gov. George N. Briggs.

Judge Crosby was born in Sandwich, N. H., February 12, 1798. He was the son of Dr. Asa Crosby, a prominent physician of Sandwich, who was the father of a number of distinguished sons. Three brothers of Judge Crosby, Dixi, Thomas, and Alpheus, became professors in Dartmouth College, Dixi being the famous professor of surgery, and Alpheus the professor of Greek, whose grammar was for many years a text book in most of our colleges.

Judge Crosby graduated at Dartmouth in the class of 1820. He studied law in the office of Hon. Asa Freeman, of Dover, N. H., was admitted to the bar in 1823, and practiced his profession in Gilmanton, N. H., until he removed to Amesbury, Mass., in 1826, and in 1829 to Newburyport. He soon after left his profession and took the place of under-agent of the Salisbury Manufacturing Company, which position he held about six years. He then removed to Boston and became the agent of the Massachusetts Temperance Union, and devoted five years to the work of that organization. In 1843 he removed to Lowell, and again resumed the practice of law, and in 1845 and 1846 was engaged in purchasing the New Hampshire lakes for the manufacturing companies of Lowell and Lawrence.

It is proper, I think, to say, that the facts just stated of Judge Crosby's professional life, as well as the further fact that he had but recently become a resident of Lowell, were used in criticism of the appointment by some professional brethren who were disappointed by it, so much so in fact, that they were led to manifest a feeling of unkindness towards Judge Crosby after he assumed his duties, both annoying to him, and unworthy of them; but this feeling gradually wore away before the able and conscientious manner with which he discharged his duties.

The court house on Gorham street, I mean the rear portion of the present building, was erected in 1850. The removal of the county court to this new court house left the old court-

room in the Market Building unoccupied, and it remained so, except now and then being used for some public purpose until an event took place which in a moment restored it for a short time to its original judicial character. To this episode in the judicial history of our city, I must devote some space in this sketch. It created at the time considerable interest and excitement among our people. I refer to the Timothy Pearson court, as it was called, and as many old citizens now remember it.

The prohibitory liquor law, known as the Maine law, was enacted by the General Court in 1852, and, as soon as it took effect, the officers of the law began its enforcement, by prosecuting violations, and the use of the seizure provisions.

While this vigorous enforcement of the law was taking place in the spring of 1853, Judge Pliny Merrick, Justice of the Court of Common Pleas, in a case which, with a number of others of like character, came before him, ruled that, as the fines and costs imposed under the new law were payable to the cities and towns where the offenses occurred, a Justice of a court resident of, and a tax-payer in the town, was disqualified from sitting in the case, on account of interest, and thereupon quashed all cases which fell within that ruling.

I may as well say at this point what I propose to say in regard to this ruling, which is, that it has always seemed to me very extraordinary, that on a question of so much importance to the Commonwealth, and in the answer to which good lawyers were divided in opinion, Judge Merrick should not have made a pro-forma ruling for the Commonwealth, and allowed the case to have gone to the Supreme Court on exceptions, as was certain to have been the case. It certainly illustrates the wisdom of the contention, that the Commonwealth should have the right of exception, which the law now denies it.

Of course this ruling was a pretty severe set-back to the friends of the new law, depriving them in this city, of the

official services and experience of a trained magistrate like Judge Crosby. The adverse dictum of so learned and accomplished a jurist as Judge Merrick, was a formidable obstacle, and for a time, I have been told, they were much discouraged.

When this important ruling of Judge Merrick was made, it was impossible for Judge Crosby to continue to try cases arising under the law, for, whatever may have been his professional opinion as to its soundness, he did not desire to run the risk of a doubtful jurisdiction, when it was questioned by so high an authority as Judge Merrick. It is due to my beloved predecessor to say however, that at the time it was made, he regarded it as erroneous, as was afterwards decided by the full court, Judge Merrick himself sitting among them, in *Commonwealth vs. Emery*, 11 Cushing, 406.

This decision of Judge Crosby in regard to taking jurisdiction, was criticized at the time by some earnest friends of temperance, who thought he ought to pay no attention to the ruling, and continue to take jurisdiction; but I think the judge acted discreetly, and took no chances, although as it turned out, if he had done so, and the cases had reached the Supreme Court on a ruling by another Court of Common Pleas Judge in favor of the Commonwealth, his jurisdiction would have been sustained. I therefore think Judge Crosby was wise in waiting until some authoritative decision could be obtained.

If the local judge was disqualified by interest, it was apparent, that the ruling applied to all justices of the peace paying taxes, in Lowell, and unless a justice of the peace living in the county outside of Lowell, had jurisdiction, there would clearly be a failure of justice.

The law of 1848, Chapter 331, Sect. 4, gave exclusive jurisdiction of crimes and offences committed in the District of Lowell to the Police Court of Lowell. If the Police Court had exclusive jurisdiction, how could a justice of the peace either

within or without the District acquire jurisdiction? Assuming Judge Merrick's ruling to be law, which was an unfortunate postulate to begin with, only by claiming that by the Act of 1852, (the liquor law), exclusive jurisdiction had been taken away in respect to liquor cases, that the law had been pro tanto repealed, and that jurisdiction in that class of cases had been conferred on all Police Courts and justices of the peace, within the district. Supported by this doctrine, the friends of the prohibitory law, looked about for a justice of the peace, non-resident of the District to sit and try liquor cases therein.

It was desirable, also that the non-resident justice should be a magistrate familiar with the law and the trial of cases. As the surrounding towns afforded no ready-made justice of the peace competent or willing to undertake the work, it was found necessary to create one for the emergency, and Timothy Pearson, Esquire, a Lowell lawyer, not distinguished for learning or experience in his profession, but who bore a commission as justice of the peace for the county of Middlesex, moved across the Merrimack, and became a resident of the town of Dracut, to qualify himself for sitting in the Lowell cases.

As I have said, the old Court of Common Pleas courtroom was vacant, and Justice Pearson at once took possession of the premises, and surrounded by a staff of city constables to serve process, mounted the bench and began business.

I desire to say here that the friends of temperance, who were of course desirous of securing the enforcement of a new, and, so far as Massachusetts was concerned, an untried law, were honest and sincere in their efforts, and under the circumstances of the case, nothing was left them but to do what they did.

It was an unfortunate fact that a large body of citizens, many of them friends of the new law, believed, and believed correctly, as it turned out, that the justice of the peace was

assuming powers and exercising authority which he did not possess.

It was undoubtedly, so far as was then known, in the abstract a tribunal of justice presided over by a duly appointed justice, clothed with his powers.

The ruling of Judge Merrick was made early in February, 1853, and the docket shows that from February 12, jurisdiction was taken in two cases only. After October 7, the court declined jurisdiction and sent the cases to the Court of Common Pleas, until December 1, when the decision in *Commonwealth v. Emery* settled the questions, and jurisdiction was resumed.

Eighteen cases arising in Watertown were returned and tried before the Police Court of Lowell, in the summer of 1853, in order to avoid the question raised by the ruling of Judge Merrick, and the fines were paid to the town of Watertown.

I think we must not dismiss this Pearson episode without following it to its conclusion.

At the June term of the Court of Common Pleas, in 1853, Major Henry Emery, who had appealed from conviction and sentence for selling liquor, from Justice Pearson's court, was tried and convicted, in the Court of Common Pleas, the presiding Judge having the good sense to rule in favor of the Commonwealth, that the defendant might except, and carry the case before the Supreme Judicial Court. Hon. Josiah G. Abbott was counsel for the defendant.

A decision on all the points raised was not reached until the October term of the Supreme Judicial Court in 1853, when *Commonwealth v. Emery* was decided in 11 Cushing, 406. The ruling of Judge Merrick, which caused all the trouble, and but for that, no point would have been raised in regard to the jurisdiction of justices of the peace or Police Courts under the provisions of the liquor law, was overruled by the full court, and as the conclusion of the opinion given by Chief Justice Shaw, has

just a trace of humour in it, I give it in full as follows: "On the whole, the court are of opinion that the judge of the police court of Lowell had exclusive jurisdiction of the offence for which this prosecution was instituted; that the judge was not divested of that jurisdiction by any supposed interest which he had in the penalty by reason of his being a tax-paying inhabitant of said city; that Timothy Pearson, Esq., though a justice of peace of the county of Middlesex, but living in Dracut, had no jurisdiction, and, on these grounds, that the judgment must be arrested."

About the year 1854 as nearly as I have been able to ascertain, the city of Lowell, in order to provide accomodations for the four city military companies under one roof, decided to locate them in the east and middle thirds of the building, and accordingly the flooring of the third story was carried through the old court-room of the Court of Common Pleas, making a continuous story. This, practically, was the end of the old court-room, with its famous associations. A partition was erected between the new armories and the offices in the west third of the building. This occasioned a change of court-room and court offices, from the southeast part of the second story, where Judge Locke held court for thirteen years, and where Judge Crosby had been sitting since his appointent in 1846, to a room on the south side of the building in the third story of the west portion, being the floor portion of the old jury rooms. This court-room was reached, from the east, by a narrow staircase from the second story. The street entrance from Market street, was by way of the west door, for court officers and the public. The office of the city marshal and deputy, was on the left, at the head of the stairs, that of the warrant officers on the right; on the right of the passage beyond the office last named, on the south side, was the clerk's office, and just across the passage, was the office of the judge.

The court, and officers attached thereto were occupying these accommodations when I was appointed clerk.

I was appointed clerk of the court as the successor of Mr. Stevens, under the law of 1838, and took the oath of office on the first day of August, 1857. I had had some experience for several weeks before as an assistant to Mr. Stevens, who disliked clerical work, and I was tolerably familiar with some parts of the work I was called upon to perform.

That I was entering upon a life-work when I assumed these duties on that pleasant summer day, never entered my mind. Yet so it proved. The clerk then as now was required by his duties to prepare the complaints and all processes of the court; but the rules of pleading in criminal cases were more strictly adhered to then than now, and lawyers had much greater opportunity to take advantage of technical points of pleading, for the reason that in recent years legislation has established forms. With regard to new legislation creating new offences, it is the same now as then, and the clerk of today is subjected to the same solicitude for the accuracy of his pleading on new offences as I had in 1857. It is true to say, however, that much that was deemed important and necessary in those days, has been wiped away by legislation and the decisions of the Supreme Judicial Court.

In 1857, when I became Clerk of the court, Mr. Eben H. Rand was City Marshal, Harrison H. Fuller was Deputy Marshal, and Thomas Ingalls, A. B. Severy, and Henry Wilkins were Warrant Officers and Mr. Jesse Huse was Truant Officer.

Mr. Rand was a typical New Englander, honest, brave, of great natural shrewdness, penetration and knowledge of men, a man of limited education, but of an unlimited amount of "horse sense." He had rare skill in the preparation of liquor cases. Judge Gardner once told me that he regarded Mr. Rand as the most dangerous antagonist in a liquor prosecution that he had ever met. He always had a tough case to control. "Uncle Eben",

as he was familiarly called, always had a full hand of trumps. He had risen from the position of night-watchman, as the night force was then called, and I first knew him as the Captain of a canal-boat on the Middlesex Canal, when I was a boy. "Uncle Eben" had an old mare which he called "Katy", and which, attached to a Concord wagon, he drove about town. Everybody knew "Uncle Eben" and his mare "Katy".

I have before me as I write these words, the civil docket of the court for 1857. Beginning with the entries of the first Monday of August, our civil terms then were held on the first and third Mondays of each month. Let us for a few moments, as we read the names of lawyers appearing on one side or the other in actions, try to recall them. They have all passed away.

The first name that strikes my eye is that of Robert B. Caverly, whose early professional career in our courts gave him distinction as a learned and hard-working lawyer, who figured in many important cases, and whose name occurs quite frequently in the reports. I prefer to remember him as he was in 1857.

His famous literary society, "The Literati", of which he was the first President, some members of which I believe, still survive, will be remembered as contributing not a little to the "gayety of nations", as Dr. Johnson would have said.

The famous final meeting of that august body, during which Mr. Caverly divided the honors of the Presidency with my dear old friend and fellow traveller, Benjamin Walker, must not be forgotten while laughter remains the expression of human emotion. It was on this occasion that Capt. George A. Hanscom was made the buffer of the contending Literati, and when testifying in court as to his feelings on the occasion, replied in his most sonorous tones and emphatic manner, "I felt perfectly comfortable." Mr. Caverly's magnum opus, the epic, or, as some envious critic called it, ipecac poem "The Merrimack," he assured me he thought would live among the successful efforts of poetry.

He gave a copy of his poems to Lord Coleridge, when that distinguished jurist was in our city. His Lordship assured him he would read them attentively, and I have no doubt he did so, as he died soon afterwards.

Here is the name of a fine young lawyer, a man of great promise, of refined speech and manners, a diligent student, one of the handsomest men I ever knew, whose early death in the service of his country we all deplored, Peter Haggerty. It was one afternoon in April, 1861, while he was arguing a case before Judge Crosby, that a young man entered the bar and handed him a slip of paper. He paused in his argument to read what was written on the slip, and, having done so, said to the Judge, "I can proceed no farther in this case, your Honor, I must leave at once with Gen. Butler for Washington, your Honor will, I know, excuse me," and taking his hat and putting on his overcoat, with a hurried "Good-bye," he left the court-room. He never again entered it. He died in New Orleans. He was junior partner in the firm of Brown & Haggerty, his partner, Samuel Appleton Brown, being one of the wisest and best lawyers in Massachusetts.

Here is the name of Luther J. Fletcher, whose checkered career, as clergyman, actor, lawyer, Judge of Insolvency, and return to the pulpit and settlement in Franklin, Mass., where he died a Doctor of Divinity, honored and respected, will be remembered by many old citizens of our city. Mr. Fletcher was a man of fine face and form, of considerable ability, more of a preacher and literateur than lawyer. He was at this time in partnership with a young man, a relative I believe, D. L. Huntoon.

Here is a name that for a moment I must linger over in tender remembrance. It is that of my winsome, bright, lively, witty, companionable, musical, kind-hearted friend, John Francis McEvoy. How we loved to hear his sweet tenor voice in Hayden's "In Native Worth," or in the dear old song of Franz

Abt, "When the swallows homeward fly." Of him the lamented Greenhalge wrote when he died:

"How grandly above the base world's din
Our joyous roundel and chorus rang
The star-crowned night would smile and wait,
And murmur back the songs we sang.
Then highest and clearest and sweetest of all
Rang the voice now silent to mortal ears.
'Tis heard at the gate of heaven to-day,
By Him who wipes away all tears."

I do not think Mr. McEvoy was much in love with his profession, although he achieved fair success in it. He was too much of an Aesthete to enjoy the responsibilities, fret and jar of the profession of the law. He had too much harmony, certainly too much music in his soul to have any love for the sometimes grating discords of legal contention. As Hawthorne said of Leigh Hunt, "he was born with a faculty for loving everything beautiful." Indeed he frankly told me this in substance.

Here is the name of my old friend Edwin A. Alger, not deeply read in the law, to be sure, but honest, sincere, kindly and good-natured. If he had but one talent he did not hide it in the earth, but made the most of it and did his best. He was a man highly respected and made many friends. He was fortunate in his partner, Mr. A. R. Brown, who was a lawyer of distinction.

Mr. Alger was a gentleman who, with others, indulged in soaring flights of oratory, oratorical aviation, we would perhaps call it nowadays, with loud tones and vehement gesticulation. On one occasion, it was on the afternoon of May 21, 1858, while he was defending a man named Daniel Adams, for some offence or other, in the midst of his excited argument he swung his arms violently and his hand striking an old wooden inkstand filled with ink, which rested on a table in the bar, sent that venerable receptacle, with tremendous force across the bar towards the clerk's desk and judge's bench, spattering the ink over me and

my papers, and making a great daub on the front of the bench. A little higher and the judge's ruffled shirt would have suffered from it. As for me, my face was covered with ink, and my shirt-front ruined. The judge told Mr. Alger with some asperity, that he would regard his argument as finished, "You got the full force of that argument," said the judge to me. "I certainly got an inkling of it", I replied.

I never met Mr. Alger afterwards, when he did not allude to the incident. I remember on one occasion, (it was on a windy day in the early spring) Mr. Alger was defending a client in a criminal case, with even more than his usual vehemence, raising his voice to a tremendous pitch, when he was interrupted in his impassioned appeal by Judge Crosby, who quietly and humorously said, "Mr. Alger, remember there is a good deal of March wind outside today." "Yes, your Honor, there is," said Alger, "we are all marching on". He obviously did not see the force of the judge's remark. After the case was finished, Alger inquired of me, "What in thunder do you suppose the old judge meant by interrupting me in my speech to talk about the weather?" Of course I was compelled to say that I had not the slightest idea. It was very funny.

Here is the name, written in his own hand, and what a hand! of J. C. Kimball, just beginning practice. One cannot help saying poor Kimball! Of good natural parts, said to have been a good school teacher, but eccentric, impulsive, tactless, ill-balanced, wanting in self-control, a mixture of grotesque scholarship, droll conceit, kindheartedness and generosity.

Kimball's first appearance in a criminal case was in 1857, soon after he began practice, when he appeared for the defendant in a case of stealing. He opened his defence by addressing Judge Crosby and saying, "Your honor, my client is charged in this complaint with the crime of "larnecy." "Of what," enquired the judge, in some surprise. "Of larnecy." repeated Kim-

ball. "Never heard of that offence, sir," said the judge, looking severely at Kimball through his nose spectacles. "Well, of stealing," said Kimball. "Ah! perhaps you mean larceny, I have heard of that offence, sir", said the judge. "Well, perhaps that's it," said Kimball, "larnecy"—"larceny," they sound alike, guess I got it wrong," said Kimball, not a bit abashed at his blunder.

Here is the name of Harrison G. Blaisdell, of the then firm of Norris and Blaisdell, who, without great educational advantages, made for himself a good reputation, as a careful, conscientious lawyer, and a gentlemanly and forceful advocate. Mr. Blaisdell had a large practice in the Police Court, and was much esteemed by his brother lawyers. He died at his home on Tyler street, in 1862, at the early age of forty years.

His business partner at this time, A. F. L. Norris, a nephew of Moses Norris, U. S. Senator from New Hampshire, was a big, dark complexioned, dark eyed man, of lymphatic temperament, but rated as a good lawyer. He was a graduate of Dartmouth College, and his full name as it appeared in the college catalogue of his undergraduate life, was Arthur Fitzroy Livermore Livingston Norris. When he was in college he was greatly annoyed by receiving communications from people he did not know, many of them young ladies, I suspect who wrote his full name at length across the wrapper of newspapers. He dropped one "L" on leaving college, but he had enough left.

Here is the name of George Stevens, recently clerk of the court, who was just beginning a successful professional career. Mr. Stevens after leaving college, was for some years a successful teacher, indeed he retained through life considerable of his schoolmaster ways. He was learned, astute, methodical, resourceful, and of great professional industry. He was a student through and through. He clung to his Greek Testament and Horace to the last. One had to look sharp after his quantities

when one quoted Latin to him. He was an excellent district attorney for this District. He was Special Justice of the court from 1858 to 1864.

Here is the name of Edward F. Sherman, who files a trustee answer for some one. Mr. Sherman rarely appeared in court. He was a refined scholar and lawyer; graduating from Dartmouth a star scholar, I believe, was at one time law partner of the Hon. Tappan Wentworth, but left general practice to become Secretary of the Farmers and Mechanics Insurance Co., which position he held until his death. He was Mayor of Lowell in 1872.

Here is the name of a good friend of mine, long since gone from among us, James Loughran, a kind-hearted, courtly, sincere, and honest-hearted Irish lawyer, born on the old sod. Mr. Loughran's office was for many years in Spalding's Building. He possessed and merited the confidence and respect of people of Irish birth, and was called by them "the Squire." He was a man of quick sympathies, kind and helpful to the poor and unfortunate. He could tell a good story and tell it well. Many times I have sat in his office and listened to stories of his early life in the old country.

Here is the name written on the docket in his clear legible hand-writing, of my good old friend, Horatio G. F. Corliss,—Horatio Gates Ford Corliss, who files a trustee's answer this term for the Locks & Canals, for which corporation he was for many years attorney. He was a man of large frame, light reddish hair, large features, wearing side whiskers, slow and heavy in his motions, not over-particular in his dress, which may be explained by the fact that he was a confirmed old bachelor. He always wore a tall hat, which sadly needed blocking, and in winter seldom or never buttoned his ample overcoat. But Mr. Corliss was a man of fine mind, which had received the best of training at old Dartmouth. He was a good old-time office-law-

yer, a safe and conservative counsellor. He was also a man of fine literary taste and learning, and drank deeply at the "well of English undefiled." It is pleasant for me to know that I was on quite intimate terms with this old Dartmouth man, whose knowledge of English literature was remarkable. He was a fine Shakesperean scholar, was familiar with Milton, Pope, Addison, Johnson, Goldsmith, Dryden, but, singularly enough his favorite poet was Byron. He had many of Byron's long poems by heart and he loved to repeat them.

B. F. Jackson enters a number of actions this term. Boanerges was a mere penny-whistle or murmuring zephyr to Jackson when he was fully aroused. His voice was immense, his grammar terrible; combined, they were simply awful. When Jackson and Pearson were on opposite sides it was a forensic contest, metaphorically speaking, of course, between a healthy cyclone and a full-powered hurricane. Sometimes Judge Crosby would try to "hush the noise and soothe to peace," but oftener he closed his eyes, wishing, I have no doubt, he could as easily close his ears, and patiently await the end. He sometimes said to me, "Mr. Clerk, wasn't it simply awful? Can you conceive of anything more trying to human nerves?"

Timothy Pearson's name also appears this term. I have had occasion to speak of him before in this paper. Mr. Pearson was a medium-sized man, red faced, smooth shaven, with blue eyes, a flattish nose, and light curly hair. As a lawyer he was industrious, and had a good practice, but he had an aggressive, pugnacious manner, aided by a shrill, high keyed voice, which counted for something in a certain class of minds. He went into the civil war as Captain of a battery, and died at the south.

Wentworth and Jewett enter their appearance in an action this term. The handwriting is that of a fine, promising young lawyer, who studied with Mr. Wentworth, and on the retirement of Mr. Sherman, succeeded him as junior partner. Andrew

French Jewett, a native of the old town of Pepperell, in this county, was a man of fine mind, with a judicial temperament, rarely trying cases, but wonderfully skilful in their preparation. During the revision of the laws for the Public Statutes, Mr. Jewett did a vast amount of work in that way, as Mr. Wentworth was a leading member of the Massachusetts Senate Committee on the subject. I was much attached to Andrew Jewett. He was a man of many fine and amiable qualities. His humor was unbounded. What a funny, jolly laugh he had! and with what odd drollery would he tell a story!

He was a Special Justice of the court, and tried a good many civil cases. When the civil war began, he went as a Lieutenant in a Lowell company in the 6th Regiment, and only the other evening I read a letter he sent me, written in his neat and characteristic hand, from the Senate Chamber at Washington, where he was barracked in April, 1861.

He died at his home on Pawtucket street, regretted and lamented by us all.

Here is a name, recalled, I know, with deep interest and affection by all who knew him, that of William Sewall Gardner, Bill, as we old ones used to call him, a young man in 1857, and junior member of the famous firm of Sweetser & Gardner.

He was, at this time, by his studious habits, and his great industry, giving earnest of the distinction he afterwards achieved at the bar and bench. In 1875 he was appointed a Justice of the Superior Court, and in 1885 was raised from that position to be one of the Justices of the Supreme Judicial Court. He resigned in 1887 and died at his home in Newton in 1888. Judge Gardner was the leading authority on Masonic law in the United States.

In 1855 some persons who were unfriendly to Judge Crosby procured the passage of an Act by the General Court abolishing the Police Court and establishing a Municipal Court, the Act to be submitted to a referendum. The Act was submitted at

the municipal election of 1855 and was rejected by a considerable majority.

In 1858, the city government decided to use the whole of the westerly portion of the Market Building for a new station house, as the old watch-house on Middle street, had become entirely unfit for use, and too small for the demands of the police department. It was also decided to construct a new court-room for the police court, occupying the whole width of the building, with adjacent rooms at the east end, in the third story; the offices of the judge, clerk, city marshal, and warrant officers to remain without change in the second story; the new court-room to be directly over them, and reached by the same stair-case at the east end of the passage, which had been used to reach the old court-room. As these plans did away with the old court-room, the space occupied by it being incorporated in the proposed larger room, provision was made for holding the court, while these improvements were going on, in Jackson Hall.

On the 26th day of June, 1858, sessions of the court were begun in Jackson Hall, and were continued there until the 6th day of September following, at which date the new station-house, and the new court-room being completed, the new court-room was dedicated with appropriate ceremonies. Judge Crosby presided, Rev. Dr. Street offered prayer, and addresses were made by Edwin A. Alger, Esq., chairman of the committee on lands and buildings, who was active in providing the new quarters, Hon. Arthur P. Bonney, Hon. Daniel S. Richardson, Mayor Elisha Huntington, Hon. John A. Knowles, the second clerk of the court, and Jonathan Ladd, Esq.

This new court-room was very neatly finished and occupied nearly as much floor space as the present one. The bench and clerk's desk were at the east end, as now. The dock, much smaller than the present one, was on the west side, in the center, just beyond the bar, and behind this was a board partition extending

across the room, behind which the public was admitted. Immediately behind the dock, this partition was raised higher than the height of a man, the length of the dock, to prevent interference with prisoners. The room was lighted with gas, provided with neat new furniture, and the floor was covered with fragrant cocoa matting. It was one story in height, and had a latticed ventilator in the center of the ceiling. At the east end there were two ante-rooms, one on the right, the other on the left, the former for attorneys, the latter for witnesses, and two doors, as now, admitted to the court-room on the right and left of the bench. The public entrance was as now, by the western door on Market street.

In these comparatively luxurious quarters, the court was held until an event occurred which gave us great annoyance. In the spring of 1859 the city decided to place a new steel fire-alarm bell on the Market Building, and, to provide a place for it, erected on the center of the roof a wooden bell-deck, over which was erected a wooden cupola. This bell was hoisted into place on June 22, and when being hoisted, some portion of the tackle gave way, and the bell came down upon the deck with such force that it jarred the building, and as the court was in session at the time, caused quite a panic and suspension of proceedings, until the cause was ascertained. But this was nothing to what happened the next evening.

On the evening of June 23, 1859, at about 8.30 o'clock I was on Central street, and heard the new fire-alarm bell, just placed on the Market Building sound its first alarm of fire. There was no electric fire-alarm in those days, to indicate the location of the fire, but the cry was raised on all sides, "The Market Building is on fire." I ran up Market street, and at once saw that the easterly central portion of the roof was on fire. The fire department was soon on hand, and a supply of water being near by at the Hamilton canal, a number of streams were soon playing upon the roof. At first I had no fears that the conflagration would involve the

court-room and offices below, but the great amount of dry and inflammable material in the attic story, created a fire hard to subdue. In a short time it became certain that the fire would extend westerly and destroy the entire roof, and that would of course endanger the public offices. I rushed into the building at the west entrance, and making my way to my office at once began to make preparations for removing the books and other records of the court. I first ran up stairs into the new court-room, and with the aid of old Jack Tyrrell and another man, I removed my new clerk's desk in front of the bench to the west door, and old Jack and his mate carried it down into the street. Going down into my office I sent old Jack over to Mr. Samuel Wood's store across the street, for all the meal bags and salt bags he could procure, and he soon returned with an ample supply. It was beginning to get pretty hot overhead and we tumbled the filed cases from the shelves into the bags, and they were speedily carried out of the building and deposited in Mr. Wood's store. The immense stock of court blanks and the judge's library were piled into baskets, of which we had a good supply; the dockets and other record books we carried out in our arms. We carried out the last load, when my office was full of smoke, and just as the rafters fell upon the floor of the court-room over our heads, and water was falling upon us as we rushed out, leaving the old safe and furniture to their fate. Fortunately the fire was subdued before it reached the second story, the rooms in that part, and the new station house on the first story receiving no damage but a thorough drenching. The ceiling of the court-room was completely destroyed. The damage to the whole building was about \$8000. The fire originated in one of the upper armories, then occupying a portion of the building.

Of course this fire necessitated the removal of the court to its old quarters in Jackson Hall, but this time we were compelled to carry our records with us, and they were deposited in the citizens' committee room, at the northwest corner of the Jackson

Hall building on the second floor, which was used by me as the clerk's office during our stay in the building.

Although our records fortunately escaped damage by fire and water, they did not escape the dire confusion and disorder of removal. A large body of old records were in packages, tied with red tape, which age had weakened, and rotted, and in the rough handling the fire occasioned, hundreds of cases became broken and intermixed, civil and criminal, and thrown out of proper order in the bags in which they were removed. It took me a hard week's work to put them in their order again.

We remained in Jackson Hall from June 24 to August 30, 1859. Many important cases were tried there during our stay; notably that of *Commonwealth v. Harmon*, which at the time created a great deal of interest. Gen. Butler appeared as counsel for the Commonwealth in a number of liquor cases from Dunstable, Tyngsborough, and other surrounding towns. The hall, however, was illy suited in both construction and location for court purposes and we were glad to leave it.

Repairs on the Market Building, which were begun soon after the fire, were completed and the building was ready for occupancy on the 30th day of August, 1859, on which day sessions were resumed in the repaired court-room. A new feature of the repaired court-room was a new door opened in the front of the building, which communicated with a private staircase to the second floor for the officers of the court and others having business with it. Some small improvements were made in the court-room, a little more space being given between the bar and the prisoner's dock.

Some improvements were made in the second story also, so that, on the whole, our restored quarters were better than before the fire.

In this convenient court-room and in the offices below, the Police Court of Lowell was located until 1868. A number of important cases were heard in this court-room. One was that of

Anna A. Dower, charged with the murder of Mrs. Rhoda A. Wilkins by poisoning ; another, that of Bryant Moore, charged with the murder of his wife, by shooting, in a house, just east of the City Hotel, on East Merrimack street. Both cases occurred in 1860. Dower was finally acquitted. Moore was sent to state prison for life, but afterwards pardoned.

I am now going to give the facts in a matter which forms a part of the history of the court, for which the majority of our city government elected in 1868, were responsible, and which was regarded at the time by the great majority of the citizens of Lowell, as an outrage and a disgrace to the city. It arose out of a petition presented by the military companies of our city, for a drill-room, which request was proper, as such a place was at the time greatly needed. When the matter came before the committee to which it was referred, the only place they seemed to regard as proper in which to locate it, was in the Market Building. No other place seemed to be thought of by the committee. The subject was discussed, and it was decided to recommend putting on an additional story to the building, in order to secure the room required, which plan was adopted by the Board of Aldermen, but wisely rejected by the Common Council. It was finally decided to use the entire third story of the building, which necessitated of course destroying the convenient court-room and adjacent rooms where the court had been held for nine years. The objections to this project were many and obvious to any sane mind. In the first place it contemplated separating the court and its officers from the police department, thereby occasioning great inconvenience to both, but also to lawyers and the public generally, and gross injustice to prisoners, as was afterwards fully demonstrated. In the next place, locating a drill-room in the upper story of a building like the Market Building, to accommodate the marching and drill of a battalion of soldiers, was subjecting the structure to a tremendous strain, and was not unattended with danger.

But no suggestions, protests, objections, or reasoning, appeared to have any weight with the city authorities. The drill-room must be built, and the whole third story was needed for the purpose. Finding the court-room was doomed, I urged placing the court-room on the first floor, at the easterly end of the building, then occupied by Talbot & Co., if the Talbot tenancy could be adjusted, a plan perfectly feasible, and which would continue the desirable connection of the court and police department, and I claimed that, as the city was by law required to provide a court-room, it would be cheaper and better to place it on city property, rather than hire outside. Of course this proposition was not entertained.

Jackson Hall, where we had been temporarily located in 1858 and 1859, was named as a place where the court could go for a permanent location, but our experience there was such that its unfitness for judicial proceedings was amply demonstrated. Besides, the place was a public hall, commonly used in connection with Huntington Hall. Again, there were no proper offices there.

Well, driven out of our court-room we moved to Jackson Hall, for the sessions of court only, on the 17th day of July, 1868, the records remaining in the old office in the Market Building to await further action. The changes in the third story were at once begun by the contractors for the work. In less than a week, what was urged as an objection to Jackson Hall took place. It was required for a High School levee, lasting a week, and we had to discontinue sessions there, and hold court in the little guard room of the station house.

The county commissioners were consulted, the state of things stated, and the injustice and indifference of the city to their duty, as required by law, made known, and they were asked to demand of the city compliance with that duty, and on failure to proceed against them by mandamus. Rather than engage in a legal proceeding over the matter, the commissioners gave authority to move

to the county court-house on Gorham street, to take there the rooms needed, and go on with the business of the court, as best we could, notwithstanding its admitted inconvenience and trouble to the public. The removal was referred to by the *Lowell Courier*, which said, "The process of removal created the earnest opposition of a large body of citizens." The bar was unanimously against it.

On the second day of August, 1868, the entire records of the court were removed to the Gorham street court-house. The grand-jury room was taken for a court-room, the clerk was located in the office of the district attorney, and the judge in the room of the Probate Court. On August 3, 1868, sessions of the court began in this place. Here the Police Court remained until the 21st day of March, 1870. During the eighteen months and more that the court was held in this place, the objections raised at the time of removal were more than sustained. Not only were the bar and the public greatly inconvenienced, but the people of our city enjoyed the edifying spectacle every morning, Sundays excepted, of a line of chained prisoners, the innocent with the guilty, in charge of a force of officers, marching from the station house through Central street, and up Gorham street, like a lot of galley slaves, in weather wet or dry, cold or hot, to the court-house in Gorham street for trial. The court officers, lawyers, prisoners, and witnesses, and the public were crowded into a small room.

One convenience, it must be admitted, this location possessed, its proximity to the jail and that was all.

The inconveniences and vexations to which the officers of the court, and of all doing business with it, were subjected, on account of its location at the Gorham street court-house, became so intolerable that, with the coming in of a new city government in 1870, the proposition to provide a court-room and offices for the court, more convenient and accessible, was earnestly agitated and demanded, with the result that negotiations were entered into with

Mr. Charles B. Coburn, the owner of a brick building then standing on Market street, nearly opposite the Market Building, to provide accommodations for the court, the whole of the Market Building being in use for other purposes. This was done by using the front rooms of the second story of the building for offices, and constructing a two storied wing to the building in the rear, towards Middle street, the upper story to be used as a court-room. These court accommodations had the merit, among demerits which were obvious enough to any one, of proximity to the police department, and the police station. While these proposed quarters were entirely inadequate and unsuited in many ways, it was deemed better to occupy them than to remain at the Gorham street court-house.

The new quarters for the court were completed about the middle of March 1870, and a portion of the records of the court and the stock of court blanks were removed to the Coburn building, so that on the 22nd day of March sessions began there. A large body of the old records including dockets, was placed in boxes, in the basement of the Gorham street court-house, there being no room for them in the new building.

In this Coburn building on Market street, the Police Court was held from March 22, 1870 to March 1, 1875.

The offices of these new quarters, although small, were well enough, but the court-room was simply abominable. I cannot conceive of a place more illy suited for judicial proceedings. It was about 50 feet long, by 25 feet wide, the east side being a dead wall which screened a passage from the front landing to the rear of the court-room, for the accommodation of the public; the windows were on the west side. The roof was a flat gravel one, and in rainy weather, all the time we occupied the building, it leaked in a dozen places, especially about a wretched sky-light in the centre, which defect, it seemed, no skill of the roofer was able to overcome. In warm weather it was as hot as a furnace. Shut in by other buildings, it was dark and gloomy. But this was not all. In

warm weather, when the windows were open, the place was redolent of more unpleasant odors than Coleridge ever conceived, with all his Cologne experiences, only they were not always "well defined and separate." They came from guano, and other fertilizers from the grain store underneath, sour beer and barrel rinsings from Pat Lynch's rum and beer shop on the west, unknown and undefined, but awfully pungent perfumes from the north, apparently a commingling of stable manure, ancient soap-suds and decayed fish.

I remember, one day, we were driven nearly distracted and came near adjourning, on account of an overwhelming and all-powerful smell of fried onions, which appeared to emanate from some kitchen on Middle street, then a street of tenements; and on another occasion the familiar odor evolved in the preparation of the toothsome but indigestible doughnut, so wrought upon Judge Crosby, that he peremptorily ordered Mr. Officer Favor to close all the windows, and, if possible, shut it out. We came near to knowing the day of the week by the smells, which floated in upon us. Monday was pretty clear of them, for it was washing day, and called for a picked up dinner. Wednesday was sure to appear with its boiled cabbage and turnips, and Friday, true to its traditions, never failed to provide us with the unmistakable and cloying evidence of fried fish.

In winter this temple of justice was heated by a large coal stove placed in the centre of the room, and another stove of similar dimensions furnished warmth for the offices in front.

During our stay in this building the great smallpox epidemic of 1872 broke out, and we were obliged to burn gunpowder and sugar every morning for fumigation, and scatter carbolic acid about the place to disinfect it. I remember, one morning, during the prevalence of the epidemic, a man appeared among the crowd of visitors, broken out with the disease, and was carried away in the pest-cart, by Constable Dan Eaton, who played the part of

a hero during those awful times. During the epidemic I did not dare go to my home without first fumigating my clothing at the fumigatory provided by the Board of Health near the Lowell Institution for Savings.

In the early part of 1874, a movement was begun by the officers of the court, including members of the bar, and some prominent citizens, to provide the court with a court-room and offices in the Market Building which should be in keeping with the dignity and importance of the local judicial tribunal. A change in the law which laid the burden on the city to provide a place and maintain it, was made, by which the city was to provide the place, to be rented to the county. This change in the law aided the movement to some extent.

In the city council of that year were some gentlemen who fully understood the situation, and were determined to place the court in its old home in the Market Building, from which it ought not to have been removed. Mayor Jewett was in favor of it and in the Board of Aldermen, Hon. Jeremiah Crowley, Hon. George Stevens, Benjamin F. Walker and George L. Huntoon, strongly urged it.

The project was allowed to slumber until autumn, when it was brought up and favorably acted upon, and the Superintendent of Buildings, Dea. L. G. Howe, was ordered to prepare plans for a new court-room and offices, using so much of the second and third stories of the Market Building deemed necessary for the purpose. It should be said that the military companies had left the building, and the stories named were unoccupied.

The present Police Court room includes a small space only of the old Court of Common Pleas and Supreme Judicial Court room. The Police Court room is much to the west of the old room. In the Police Court room the location of the bench was just in front of the clerk's desk, and about on a line with the newel posts of the bar, the old room extending to the east from

that line. Only two of the long windows of the old room are in the Police Court room the easterly one on each side, which were the west windows of the old room. It is, therefore incorrect to say, as is sometimes said—that the present Police Court room is the old Court of Common Pleas and Supreme Judicial Court room. It is true of only a small portion of it. The old room disappeared, as I have said, in 1855 or 1856, when the armories were fitted up.

I hope I may be allowed to allude to something of a personal character, connected with the new court-room. The original plan of the room did not include a gallery, and the construction of that important feature of the room came about in this way. All the officers of the court took great interest in the building of the new room, and watched the work with great interest.

One morning, early in the progress of the work, during the removal of the floor timbers of the third story, when the workmen were on the point of lifting out of place the timbers which now support the gallery, and had actually lifted the end of one out of the brick work of the wall, I was present, and besought Deacon Howe to allow two or more of them to remain as the supports of a gallery. The Deacon said he had no plans that called for a gallery, and Mr. City Marshal Clemence who was present, objected to one. I asked Deacon Howe to delay removing the timbers until I could consult the committee. He was kind enough to comply, the committee was seen, Mr. Clemence's objections were overcome, the gallery ordered to be built, and it was built. In the construction of the gallery of Huntington Hall, a number of decorative pilasters, which were placed on the front of the gallery, were unused in that work, and were placed on the front of the gallery in the Police Court room.

On the first day of March, 1875, the new court-room, now occupied by the court, was dedicated with appropriate ceremonies. Dr. Owen Street opened with prayer, Judge Crosby presided, and speeches were made by Mayor Francis Jewett, Alderman

Benjamin F. Walker, Hon. Daniel S. Richardson, who made the principal address, Hon. Jeremiah Crowley, Gov. Greenhalge, Charles Cowley, Esq., and others. Deacon L. G. Howe, Superintendent of Buildings, who had charge of the work, was present. There was a large attendance of members of the bar and prominent citizens.

All the speakers named, have passed away.

My revered predecessor and dear friend Judge Crosby died a few minutes after nine o'clock Tuesday evening, February 10, 1885. Had he lived thirty-six hours longer he would have completed his eighty-seventh year. May I not quote from the words I spoke at his memorial service:

Where his duty, as he saw it, called him, there he was sure to be found. Reared in what would perhaps in these days be called an austere school of morals, he was bold, earnest, and aggressive in his denunciation of what he deemed wrong and injurious to the welfare of his fellow-men, and at the same time he was by no means narrow or illiberal. A kinder hearted, a more truly sympathetic man I never knew. His heart was always warm with a generous philanthropy. He felt keenly for the poor unfortunate ones who were daily brought before him—the victims of inherited or acquired appetite, heirs of transmitted sorrows, born of poverty and neglect, without kindly nurture or the sweet influences of home, and he has many times said to me how deeply it grieved him to do his duty by them, for he felt that the blame was not theirs alone. He was a good example of the well-bred Christian gentleman. He had a dignity of manner, a gentlemanly bearing, a kindly presence, which never deserted him, and which always inspired respect. However much one might differ with him in his reasoning and conclusions in cases tried before him, or expressed in his published appeals on moral subjects, you could not but feel that he was honest, pure, and conscientious.

Madame de Stael has said, "It is difficult to grow old gracefully." Judge Crosby did not find it so, for surely nothing could exceed the charming ease and pleasant grace with which he assumed the burden of an added year. He always entered on a new twelvemonth with happy cheer and almost youthful anticipation. He was by nature a man, as Wordsworth has said, "of cheerful yesterdays and confident tomorrows."

He was a man of a kind and forgiving spirit, bearing no malice, and harboring no resentments. His was also a generous and hospitable nature, and no man felt a deeper interest than he in plans for the alleviation of the distresses of poverty and the moral improvement of mankind. Feeling great interest in these subjects, he did what he could with his pen for their advancement and success. That he wrote truthfully, earnestly, and fearlessly this community will attest.

Having reached an age exceeding by many years the allotted life of man, and being prepared by the consolations and assurances of a Christian faith for the great change, he peacefully passed away. He will be long remembered in this community as an upright magistrate and a useful and patriotic citizen.

STANDING JUSTICES.

Joseph Locke, Appointed May 23, 1833; Resigned April 23, 1846.

Nathan Crosby, Appointed May 15, 1846; Died February 10, 1885.

Samuel P. Hadley, Appointed February 25, 1885; Retired January 20, 1912.

SPECIAL JUSTICES.

Nathaniel Wright, Appointed March 23, 1833; Died November 5, 1858.

Joel Adams, Appointed March 23, 1833; Died November 21, 1864.

George Stevens, Appointed June 1, 1858; Resigned.

Andrew F. Jewett, Appointed March 3, 1864; Resigned.

John Davis, Appointed December 21, 1867; Resigned January 26, 1885.

Frederick T. Greenhalge, Appointed December 29, 1874; Resigned January 1, 1885.

John J. Pickman, Appointed January 21, 1885.

Charles S. Lilley, Appointed February 4, 1885; Resigned January 20, 1886.

John F. Frye, Appointed January 27, 1886; Died June 4, 1898.

Frederick A. Fisher, Appointed June 15, 1898.

Number of Criminal Cases250,000

Number of Civil Cases 38,500

Many cases of special character are not included under the above heads.

The present composition of the Police Court of Lowell is as follows :

Samuel Page Hadley, Standing Justice.

John James Pickman }
Frederick Alvan Fisher } Special Justices.

James Francis Savage, Clerk.

Edward Warren Trull, Assistant Clerk.

Edward F. Slattery, Probation Officer.

Charles F. Richardson, Probation Officer for

Wayward and Delinquent Children.

Emily M. Skilton, Deputy Probation Officer (without pay) for
Wayward and Delinquent Children.

Note :—By Chapter 430 of the Acts of 1921, the name of this Court was changed to the District Court of Lowell.

LIST OF PAPERS

READ BEFORE THE SOCIETY IN 1910

"Boyhood Reminiscences of Middlesex Village." (The concluding portion read by Hon. Samuel P. Hadley, February 19, 1910.)

"Visits to Cannonbury Tower, and the Home of John Evelyn, the Diarist." Hon. Samuel P. Hadley, February 9, 1910.

"The Story of the Flags of America." P. Hildreth Parker, May 11, 1910.

"The Writing of Local History." Rev. Wilson Waters, October 12, 1910.

"Historical Sketch of the Police Court of Lowell. Hon. Samuel P. Hadley, December 14, 1910.

The Prizes offered by the Lowell Historical Society to the Graduating Class of the Lowell High School, for the best essays on "The Merrimack River in History and Literature," were awarded as follows:—

First Prize, \$10 in gold, to Miss Gladys L. Melloon.

Second Prize, \$5 in gold, to Miss Ruth P. Wedge.

ANNUAL REPORT OF THE EXECUTIVE COMMITTEE FOR 1910-1911.

PREPARED AND READ BY SOLON W. STEVENS, PRESIDENT,
FEBRUARY 8, 1911.

The passing of another year brings about the recurrence of the duty of the President to submit in behalf of the Executive Committee his annual report.

The past year has been marked by no particular sensational experience, by no occasions requiring special advertisements, but in the usual regular and quiet way our meetings have been exceedingly interesting because of the studied efforts of some of our own members in giving us papers containing much valuable information as well as profitable entertainment. The thanks of the Society are hereby expressed to these contributors for their endeavors to please and instruct us.

We are gratified to notice an increasing interest in our work as manifested by the public in general. It is proper, however, to repeat the remark that much surprise is felt because of a lack of sympathy in the work we are trying to do on the part of professional and business men, and teachers in schools within our jurisdiction, who it would seem would have a natural desire to know as much as possible of the history and traditions of the locality where their homes and their interests are centred.

On February 9 the concluding portion of a very interesting paper on "Reminiscences of Middlesex Village" was read by the Hon. Samuel P. Hadley. On the same evening another interesting paper was read by the Hon. Samuel P. Hadley on "Visits to Cannonbury Tower and the Home of John Evelyn the Diarist."

On the evening of May 11th we were delightfully entertained by "The Story of the Flags of America" given by Mr. P. Hildreth Parker, with beautiful illustrations.

On the evening of October 12th we were favored with a very instructive address by the Rev. Wilson Waters on "The Writing of Local History."

On the evening of December 14th the Hon. Samuel P. Hadley gave an "Historical Sketch of the Police Court of Lowell," which was full of instruction and humor expressed in the author's masterly style.

MR. CHARLES E. ADAMS died at 305 Summer street on the evening of February 18th at the age of 68 years and 10 months.

He was at the time of his death President of the Adams Hardware Company which business he founded in 1868, and which was incorporated in 1900. He was born in Lowell and passed his early boyhood here receiving his school education in the Lowell public schools. Later he was engaged in business in New York City, and still later he passed one year in Cincinnati and then returned to Lowell.

He was widely known through his identification with the State Board of Trade which he served as President for more than a dozen years. He also served as President of the Lowell Board of Trade two years.

He was a great lover of music and in his younger days was well known as an excellent tenor singer.

He never fully recovered from the blow occasioned by the death of his wife who was one of the most popular women in Lowell social circles.

The following words spoken by the Rev. Mr. Gregg, pastor of the Kirk Street Church on the occasion of the funeral of Mr. Adams truthfully portray the feelings possessed by the members of this Society while we cherish the memory of our friend as a man of honor and sterling integrity of life.

"We shall miss him, you will miss him who have been associated with him in business enterprises, a great company of

true friends will miss him. The philanthropic institutions of this city will miss him. Lowell's spiritual wealth is lessened by his departure."

LIEUT. COL. THOMAS TALBOT, known as chairman of the Republican State Committee from 1903 to 1907 inclusive, very prominent and popular in military circles, and a member of a well-known family of North Billerica largely identified with manufacturing interests, died in New York City on the twenty-fifth of February, 1910, at the age of 43 years.

When the Spanish war came on he was commissioned and assigned to a regiment that had left for Cuba. Later he was commissioned a captain in a volunteer regiment called into service for the suppression of an insurrection in the Philippine Islands, and afterward returned to the United States with a fine record for efficient service.

Personally he was very popular and he will be missed by hosts of friends.

MR. WILLIAM DAVIDSON BLANCHARD died at his home 63 Westford street on the eighth of May at the age of 87 years and 2 months. He was a man of more than ordinary mechanical genius and was an inventor to a considerable extent along these lines. He was for nearly 30 years a trustee of the Mechanics Savings Bank, and for a long time was connected officially with the Middlesex Mechanics Association. He was a modest unassuming man and was greatly respected as a man of strong character and as one of the oldest citizens of Lowell. For 52 years he was in the employ of the Lowell Machine Shop, 43 of which years he passed as a contractor for this company.

MRS. ALMIRA A. NICHOLS, widow of the late Jacob Nichols died in Somerville at the age of 91 years on the ninth of June 1910.

She was born in Litchfield, N. H., and came to Lowell when 12 years old. At the age of 19 she was married to Mr.

Jacob Nichols who for many years was engaged in the furniture business at the corner of Market and Dutton streets. She always lived in Lowell until within a few months previous to her death when she went to the home of her daughter in Winter Hill. She was a woman possessed of many excellent qualities, and she will be missed by a large circle of friends.

MR. SUMNER STONE GOULD died in this city on the sixteenth of August at the age of 76 years and 1 month. Mr. Gould was born in Otisfield, Me., came to Lowell in 1854 and remained here until the time of his decease.

He was an enthusiastic member of this Society. He was quiet and unostentatious in his demeanor, and as it has been truly said of him, "he had many friends for whom he always, even to the last, had the pleasant smile, the hearty handclasp, and the cordial greeting."

MR. SAMUEL ELLIOT RAYMOND died at his home on Carney street in this city on the fifteenth of November at the age of 88 years. Mr. Raymond was born in Chatham and received his early education in the Bridgewater State Normal School. He started in business in New Bedford in 1857 but soon after came to Lowell and entered the service of the Lowell Gas Light Company where he remained until the time of his final illness, making a period of 53 years. He will be remembered as upright and square in his dealings with others, and highly respected by those who knew him.

CHARLES HENRY CONANT, Esq., well known as a lawyer, civil service examiner, and member of the Board of Trade, died at the home of his daughter, Mrs. George H. Spalding, on the twenty-sixth of December, 1910, at the age of 65 years and 3 months.

Mr. Conant was born in Acton, attended the Appleton Academy at New Ipswich, N. H., and graduated from Dartmouth College in 1871. He studied law in the office of Stevens and

Anderson, and was admitted to the bar in March 1873. He afterward became a partner of the late Judge Stevens of Lowell, which relation continued until 1880.

Mr. Conant's chief attention was directed to civil business. In 1880 he formed a partnership with James H. Carmichael, Esq., which partnership was dissolved in 1887, although they retained their offices in the same quarters in Central Block. He was prominently identified with the Board of Trade, and was for three years a member of the School Board. He was an ex-President of the Old Middlesex Chapter, Sons of the American Revolution, and was also a warden of St. Anne's Church for more than twenty years.

He was widely known as a well-read lawyer, he had a large practice, and was greatly esteemed as an able and wise counsellor. He was candid, square, and honorable in all his dealings with his fellowmen, and will long be gratefully honored and loved.

Thus ends the record of our honored dead for the year closing tonight. In the list there are the names of some of our prominent and influential members. Words at their best, whether simple or complex, whether the sentences are elaborately ornate or disjointed and irregular, are but meagre expressions of affectionate sympathy or the deep seated grief which time alone can heal. And yet friendship as well as propriety demand some recognition of departed worth however inadequate the means may be.

We are standing at the beginning of another year. A retrospect of the past is easily obtained. We may hope and plan and dream and strive to attain ideals, this is both a privilege and a duty, yet of the future no one can catch a single gleam.

And yet we have work to do. We are like an army moving on to meet an unknown foe. Here and there when one is missed from the ranks we pause a moment to drop a tear of

tribute, and then close up the lines, touch elbows, and press on in the struggle in obedience to a divine decree, until the withheld completions of life are fulfilled in the realm of mystery beyond the veil.

Respectfully submitted,

SOLON W. STEVENS, President.

THE ACADIAN EXILES

BY MRS. SARA SWAN GRIFFIN. READ FEBRUARY 11, 1911.

When we read in history of the deportation of the Acadians in 1755, which is called unto this day "The Great French Derangement" by the natives of Nova Scotia, and on which the familiar and pathetic poem of Longfellow's "Evangeline" is founded, the thought rarely occurs to the dwellers of this busy materialistic city of Lowell that in any way are we connected with that saddest of episodes, and the most tragic and brutal outrage that mars the annals of the history of the New World.

And yet in the ships that sailed away from Boston Harbor bearing troops under the command of Colonel Winslow, whose ostensible object was to resist the further encroachments of the French in Nova Scotia, were men from all the adjacent towns of what is now Lowell, men who serving loyally their country and King were kept in ignorance that the real object of the expedition was to devastate and lay waste the homes of fair Acadia. On the transports that returned from that fatal expedition were the unfortunate French Neutrals, torn from their fatherland, their prosperous farms and fertile vineyards, to be dispersed among the English colonies. In nearly all of our neighboring towns were placed numbers of these unfortunates, and before all memory and all historical proof of their existence among us fades entirely away, it has been thought wise to revive as far as possible the incidents of their visitation among us that future generations of our children may read with a clearer meaning, the never to be forgotten tale of the fair and sorrowing Evangeline.

Perhaps a brief account of the condition, politically and socially, of affairs in Nova Scotia prior to the abduction of the Acadians may partially explain although not justify, this most unparalleled act of the English Government.

The name Acadia is derived from the French Acadie, the title given in one of the early grants to a river in what is now Nova Scotia. In 1603 there is a record of a settlement commenced by the French in this territory, and Monsieur De Ments, the Governor, gave the name Acadia to all of what is now Nova Scotia and New Brunswick. In 1621, this district was granted by charter to Sir William Alexander of the Kingdom of Great Britain, who renamed the territory New or Nova Scotia, but in poetry and song the original name of Acadia still lingers, although in many disputes between the colonists of England and France the territory changed masters many times and the boundaries were widened or narrowed according to the respective views of the opposing parties.

The most definite settlement of the disputes, skirmishes and warfare between the hostile colonists of England and France was made in 1713, by the memorable treaty signed at Utrecht when Acadia and Newfoundland were ceded to England by France, but the rights of France to fortify Cape Breton and still maintain fisheries on the coast of Newfoundland were embodied in certain articles of this treaty and reads as follows:—

“All Nova Scotia or Acadia with its ancient boundaries as also the city of Port Royal, the island of Newfoundland with the adjacent islands, the towns and island of Placentia and whatever other places in the island are in possession of the French, shall from this time forward, belong of right wholly to Great Britain. But the island of Cape Breton as also all others both in the mouth of the river St. Lawrence and in the Gulf of the same shall hereafter belong to the King of France who shall have liberty to fortify any place or places there.

The provisions of this treaty caused great rejoicing in the province of New England, but brought dismay to the hearts of the French inhabitants of Nova Scotia—the Acadians, as they seemed to be delivered into the hands of their ancient foes, the English.

Immediately after the cession of this territory to England, the newly appointed English Governor tried fruitlessly several times to induce the Acadians to take an oath of allegiance to England, but this they refused to do, fearing that they might be called on to take up arms against their French brethren in case there was war between England and France. The English government did not care to use force in the matter as they feared that the Acadians might leave the island and go out to Cape Breton and strengthen the French possessions there, and to this course the French Governor of Louisburg was urgently entreating the Acadians. But they were attached to the fertile farms which for several generations had descended from father to son as was the patriarchal custom of their forefathers and they dreaded removal to a new country. But the Acadians assured the French Governor if any attempt were made to interfere with the free exercise of their religion they would abandon all their possessions and go to Cape Breton. In 1719, six years after the treaty of Utrecht, the Acadians consented to take what might be termed a qualified oath of allegiance, upon the most solemn assurance that "they should not be compelled to bear arms against the French and permitted the free exercise of their religion," and from this time forth they went by the name of the "French Neutrals."

It was but natural that the English authorities of Nova Scotia, for so long the avowed foes of France, should regard with suspicion the French inhabitants of the island:—the savages from whose inroads and attacks the English colonists had suffered so bitterly were sworn allies and friends of the French:—they were also of an alien and hated religion:—and entirely under the influence of the Jesuit missionaries sent to them from Louisburg, and speaking a language almost unknown to their Governors, they became the objects of distrust and jealousy.

The writer of this article has been at some pains to secure the English point of view of affairs at this period and in a History of the Provinces, published in London by Richard Brown, Fellow of the Royal Geographical Society, has been found a very unprejudiced and impartial record. He says "When Colonel Philips was appointed Governor of Nova Scotia, he was greatly surprised on his arrival in that province to find that the French inhabitants lived as if they were still subjects of France, that they were furnished with priests from Louisburg, and kept up a regular communication with their countrymen in Cape Breton.

The fact of the Acadians being in constant communication with the French in Canada and the other settlements, was probably the cause of more and more rigorous measures being enacted in regard to their government. In time they were debarred from holding any office of trust in the colony, robbed of their right of representation and formally excluded from the right of adjudication in the courts of justice.

But so amicably did this gentle people live among themselves, that as respected each other, such measures made but little difference; they were accustomed to put their title deeds and wills into the hands of their pastors for safe keeping, and in any dispute among themselves to be governed by his advice. In spite of the harsh measures meted out to them, the Acadians as a people seemed disposed to submit cheerfully to the government that they now comprehended was to control them. Indeed with many of them, there was an indignant feeling at being deserted by their French King and irrevocably made over to their ancient enemy and this feeling disposed them to submit more cheerfully. And for the next thirty years, in spite of certain injustices and harassments, they prospered and multiplied.

But the tranquility which the colonies had enjoyed since the treaty of Utrecht was broken in 1744 by the war between England and France brought on by the inter-meddling of Eng-

land with affairs on the continent, and the French Governor of Louisburg at once made an attack on Nova Scotia but was unsuccessful in his designs. It was supposed by the French commander that all the Acadians would join in this attack on the English, but such was not the case. The English historian to whom I have formerly referred says, "The Acadians had lived so long under the mild and judicious sway of the different English Governors that they had no desire to change, and remained quiet on their farms, and, during the siege of Louisburg and the four years' war, ending in the Treaty of Aix la Chapelle, there is no record to show that the Acadians took any prominent part on either side, but remained true to the name by which they had styled themselves—"The French Neutrals."

The first effect of the Treaty of Aix la Chapelle was the attempted settlement by the English of Nova Scotia and the foundation of Halifax. Although the English had now been in formal possession of the island for over thirty years, no important settlements had, so far, been attempted by them, but Great Britain had now devised a scheme for effecting English settlements along the coast and in the interior by an offer of land to all officers and privates retired from the army or navy of Great Britain. The English government agreed to transport them and their families free of expense to Nova Scotia, maintain them for a year, and supply the new settlers with arms to defend themselves. The project was so alluring that in a short time over three thousand English arrived in Nova Scotia. On their arrival the Acadians at once manifested a very friendly disposition towards them. They sent deputies to the new Governor acknowledging their subjection to the British Crown but at the same time declining to take an oath of allegiance without reservation. The Indians also sent in their chiefs to make their submission to the new government.

But this peaceable disposition of the Acadians and Indians was very displeasing to the Viceroy of Canada who disapproved very strongly of the establishment of a strong British post in the immediate vicinity of Louisburg, and through his instructions, the Indians harassed the new settlers and skirmishes occurred intermittently between the English and Indians for the next three years. In one instance a French officer from Canada came down with a force of Indians and erected a fort on a neck of land connecting Nova Scotia and New Brunswick and impressed five hundred of the Acadians to defend the fort. These Acadians were pardoned by the English Governor as it was proven that they had acted under threats from the French commander and entreaties from the missionaries, but this very unfortunate occurrence gave plausible cause for added distrust of the Acadians.

The English historian records that "the Governor and English settlements of Nova Scotia would never again feel secure now that the Acadians had once broken through their neutrality, that the British government had dealt very fairly with them, never compelling them to take up arms against the French although subjects to the Crown." And the Governor also states that "the English settlers along the coast and interior would now live in daily dread of attacks from the Indians, who were the strong friends of the Acadians, now that the peace had once been broken." Meanwhile, the French from Canada made constant incursions into Nova Scotia, erected forts, harassed the settlers, and made strong encroachments on the territory of the island.

Finally an expedition from Massachusetts, although at the expense of the Crown, was undertaken to drive the French out of the English possessions in Nova Scotia.

Lieutenant Colonel Moncton of Nova Scotia was designated by the King to have charge of the expedition, one battalion of which was in the command of Colonel Winslow of Marshfield, Massachusetts, while a Colonel Scott had command of the second battalion, and in May, 1755, this fleet sailed from Boston Harbor. The avowed object of this expedition was perfectly legitimate in its scope and successful in its results:—the resistance of the encroachments of the French in Nova Scotia and their expulsion from the island.

But behind the avowed object of the English expedition, known but to those high in authority, and carefully concealed until time was ripe, was a scheme so cowardly and brutal in its design and development that it seems almost impossible to credit the records of history.

At this period, 1755, the Acadians numbered some thousands; they were the earliest European occupants of the country and had dwelt in it now for nearly two centuries. Their manner of life had gradually changed, for they had deserted the pursuits of hunting and fishing so loved by their ancestors and turned their labor entirely to the cultivation of the soil. The immense meadows which they had secured from the sea were covered with flocks of sheep and droves of cattle. A record states they possessed 60,000 head of horned cattle and most families had several horses although the tillage was carried on by oxen.

The thickly clustered villages of thatched roof cottages and substantial farm houses sheltered a frugal, contented people. Happy in their seclusion they conducted their affairs in the simplest manner. No locks were needed for their doors "no tax gatherer counted their folds; no magistrate dwelt in their hamlets." Living in love their lives glided on "like rivers that water the woodlands, reflecting an image of heaven."

Do we not all remember Longfellow's description of Acadia?

"In the Acadian land, on the shores of the Basin of Minas,
Distant, secluded, still, the little village of Grand Pre
Lay in the fruitful valley. Vast meadows stretched to the eastward,
Giving the village its name, and pasture to flocks without number.
West and south there were fields of flax and orchards and cornfields,
Spreading afar and unfenced o'er the plain,
There, in the midst of its farms, reposed the Acadian village.
Strongly built were the houses, with frames of oak and of hemlock,
There in the tranquil evenings of summer when brightly the sunset
Lighted the village street and gilded the vanes on the chimneys,
Matrons and maidens sat in snow-white caps and in kirtles,
Scarlet, and blue, and green with distaffs spinning the golden
Flax for their gossiping looms, whose noisy shuttle within doors
Mingled their sound with the whirl of the wheels and the songs of the
maidens.
Anon from the belfry
Softly the Angelus sounded, and over the roofs of the village,
Columns of pale blue smoke, like clouds of incense ascending
Rose from a hundred hearths, the homes of peace and contentment.
Thus dwelt together in love, these simple Acadian farmers;
Dwelt in the love of God and man,
Neither locks had they to their doors, nor bars to their windows
But their dwellings were open as day and the hearts of the owners.
There, the richest was poor, and the poorest lived in abundance."

There is no doubt but that the rapidly increasing possessions of the Acadians aroused the envy of the English settlements and the demands made on the Acadians for supplies and labor were constantly increasing both in amount and in harshness. Was their property demanded for the public service? It must be yielded immediately or "the next courier would bring an order for military execution upon the delinquents." Did they delay in bringing firewood at the bidding of their masters? "If they do not do it in proper time" was the harsh mandate of the Governor, "the soldiers shall absolutely take their houses for fuel."

Perhaps the utter submission of the Acadians but increased the bitterness of the English towards them; certainly the final drastic action of the government could have been but the culmination of years of hatred for it showed a degree of inhumanity almost unequalled in the history of any nation.

For it is thought now by the best students of that period that this last expedition against Nova Scotia instigated by Governor Shirley but hid the plan already formed by the parent government in England acting on Governor Shirley's advice to seize all the possessions of the Acadians, remove them from their homes and disperse them among the English colonies, and that Colonel Winslow who had charge of one battalion in the company was aware of these plans before he sailed from Boston.

Such inhuman measures must of necessity draw forth some apologies and the English had certain accusations against the Acadians which are as follows:—

1. That they would not take the oath of allegiance without the qualification that they would not be compelled to bear arms.
2. That though affecting the characters of Neutrals they had been guilty of furnishing the French and Indians with provisions and intelligence of the English movements.
3. That five hundred of them had assisted in holding a French fort.

With these pretexts for an excuse the decision was made by Governor Lawrence of Nova Scotia acting with advice from England procured by Governor Shirley of Massachusetts Bay, that the Acadians should be driven from the homes they loved, and scattered as exiles over the whole breadth of the continent. They were to be treated as captives, and as captives were to be sent out to live among the English.

The execution of this decree was allotted to the New England forces with Colonel Winslow as commander. The apologists of Colonel Winslow claim that he was acting under commands as a soldier under his King. But in Haliburton's History of Nova Scotia is found this passage: "At a consultation held between Colonel Winslow and Captain Murray it was agreed that a proclamation should be issued at the different settlements requiring the attendance of the people at the respec-

tive posts on the same day, which proclamation should be so ambiguous in its nature that the object for which they were to assemble should not be discovered," showing conclusively that Colonel Winslow was one of the original planners of this most diabolical scheme.

And from Winslow's manuscript journal in possession of the Massachusetts Historical Society in his own handwriting are these words: "The Neutrals were to be collected by stragem or force, as circumstances might require and no attention was to be paid to remonstrances or memorials from any desirous to stay, but every person was to be embarked if possible according to instructions."

And on the 30th of August, 1755, a general proclamation was made ordering all the males of the French settlements both old and young men and all the lads ten years of age to assemble at the church at Grand Pre at three o'clock in the afternoon then and there to hear his majesty's orders communicated. Some, on the news of the proclamation fled in fear to the forests, but on the day appointed four hundred and eighteen unarmed men gathered in the church which had been occupied by General Winslow as his headquarters, while without, their wives and children awaited the issue of this strange conference.

The doors of the church were closed and from the lips of Colonel Winslow the sentence of the doomed people was slowly but firmly pronounced. "It is his majesty's orders," such were the words, "and they are peremptory, that the whole French inhabitants of these districts be removed. Your lands and tenements, cattle of all kinds, and live stock of all sorts are forfeited to the Crown, and you yourselves are to be removed from the province, and I hope that in whatever part of the world you fall, you may be faithful subjects, a peaceable and happy people. Meanwhile you are the King's prisoners and will remain in security under the inspection and direction of the troops I have the honor to command."

The imprisoned captives listened to this announcement at first in unbroken silence then a loud wail of anguish echoed through the building. Twenty of the prisoners were allowed to go forth to spread the news of the proclamation but the others were kept prisoners in the building for four days while their homes were being dismantled by the soldiers and such household effects as were allowed them loaded on the ships. Finally on the fifth day, broken spirited and broken hearted, the men were marched down to the shore where stood in frightened groups their wives and children, and for the last time all raised together their voices and sang with tremulous lips a chant of the Catholic Missions:—

“Sacred Heart of the Saviour
O, inexhaustible fountain
Fill our hearts this day with strength
And submission and patience.”

By order of Colonel Winslow, the prisoners in the church were drawn up in lines of six deep and the young men were ordered to march first on board the vessels; but in frenzied despair they refused to be separated from their parents and companions and at the point of the bayonet, obedience was enforced. Next the fathers were commanded to embark and then the mothers and little children, and as the fleets left the harbor the broken hearted captives could watch the flames as they destroyed their homes and villages, set on fire by command of Colonel Winslow. A large number of the miserable Acadians in the different districts escaped. The rest, seven thousand in number were scattered from New Hampshire to Georgia. About a thousand of these Acadians arrived at Boston at the opening of the winter and the provincial legislature did what it could to alleviate their sufferings.

In the archives of the State House, Boston, are two folio volumes relating exclusively to the French Neutrals and the following report is copied from them.

November, 1755, Governor's Council:

"A committee was appointed to examine into the condition of the French in the transport now lying in the harbor of Boston and to report what they think proper for this Court to do therein."

The report of the committee shows that the condition of the transports were unhealthy and unsanitary from over crowding, short allowance of food and scarcity of water; many were sick: and the committee recommended that Governor Lawrence of Nova Scotia should be held responsible for support of the French on board the transports.

The Acadians that landed in Boston were finally apportioned to the different counties in Massachusetts—Middlesex County at one time harboring one hundred and fifty-six of them.

On the State Records is spread the following report:

"The Committee appointed by the Great and General Court to apportion and distribute the French Neutrals among the several towns in the County of Middlesex have effected the same in manner as set forth and have caused them to be placed in the respective towns to which they have been aligned and have notified the selectmen of each town of the number and names of the persons aligned them as their proportion which is honorably submitted by S. Danforth, Wm. Brattle, Samuel Livermore, James Russell—Committee."

The Acadians on being sent to these different towns made a terrible mistake which they expiated in sorrowing and suffering. They declared that they were prisoners of war and refused at first to work. So, many were sent at once to the poor houses or bound out as town's poor. As soon as they realized their condition, they were glad indeed to do anything towards their support, but the unaccustomed labor, the strange customs and their fear of the alien race made their labor all the more difficult and only in rare cases were they self-supporting. Each town kept a record of supplies furnished to these exiles and sent the same to the General Court for reimbursement, which records are

kept in the State Archives and from these accounts the author has been able to secure an almost perfect list of the Acadians apportioned to the different towns. But the towns adjacent to Lowell interest us the more particularly.

From the report of the town clerk of Billerica an original copy of which is on the rolls of the Great and General Court, is this item: "1755, a bill from the merchant Nathaniel Davidson of Billerica, exceeding nineteen pounds for sundries furnished an Acadian family, man and wife and seven small children and his kinswoman and child." In this particular case, the original French name seems completely lost. The town must have anglicized the name, for the family appears in all the records by the name of King.

In 1758, Mr. Davidson agreed to provide for this family, one year for thirty pounds, and a bill to the state is rendered "for providing for John King, his wife and children and his sister Ann King and child for the year preceding."

In November, 1759, is recorded a petition from the selectmen of the town of Billerica asking relief from the further maintenance of this family. These facts are stated: "The family had been sent to Billerica in January, 1755, John King had then six children and Ann his kinswoman had a child born soon after. She afterwards married a John Mitchell who had been quartered in Londonderry but joined the colony in Billerica. King's eldest daughter had also married and had a child; there were now fourteen members of the Acadian family and all were in a pitiable state of dependence."

A family of Acadians by the name of Lapadere were assigned to Wilmington. Unhappy exiles indeed were they in this town, if the records speak the truth. Placed in a ruined house, open to all weather, scanty rations and but little fuel, a sick mother and rough usage by the authorities, the Acadian family registered as John Lapadere, wife and four children had fallen indeed into evil days.

In Westford, the three Acadians registered on the town records must have been self-supporting as there is no account from the town for supplies granted them.

Their names as recorded are :—

Mary Maud Robinshaw, aged 44.

Mary Richard, aged 11.

Eliza Richard, aged 17.

It is too true that in many of the towns even in Massachusetts, the unhappy Acadians suffered from poverty and ill-treatment. In the light of today, when so many great humanitarian movements are in order, to assist the aliens coming to our shores, it is almost impossible to understand the spirit of intolerance and bigotry exhibited towards these people of another race, by the New England colonists. It is true that in 1755 we were still under the dominion of England, and through her influence, everything French had become hateful and suspected. Also the towns in which these exiles were placed were almost wholly ignorant of the former peaceable and prosperous conditions of the Acadians, of the barbarity with which they had been torn from their homes and made a people without a country. To our struggling New England towns the Acadians were but a part of the hated French, whom they were called on to support, a "town charge," a troublesome burden, to be made useful if possible, but always a burden.

Recorded in the folios at the State House are many petitions to Governor Shirley of Massachusetts Bay, from the Acadians praying relief from their sufferings. Some of these petitions are in French and others in good English, showing that the exiles had found friends to write for them, but all bearing the burden of woe. The beginning of all had the same form :— "Petition from the Neutrals to the Honorable, His Majesty's Council of the Province of Massachusetts Bay." In one of the petitions in cramped feeble handwriting and broken English, were

these phrases: "Being strangers in a strange land, defenceless and alone, and having no where to go for relief," we pray, etc.

But it was with a keen sense of gratification that no trace was found of neglect or abuse of the Acadians in the towns from which Lowell was formed, Chelmsford, Dracut and Tewksbury, and yet these towns harbored within their midst for many a month, numbers of the Neutrals.

On the records of the State House are nearly four full pages of accounts and transactions between Chelmsford and the exiles committed to her charge, seventeen in number.

LIST OF THE ACADIANS CARED FOR IN CHELMSFORD

Chelmsford Oct 24, 1757.

In obedience & pursuant to an Order of the Great and General Court of the Province of the Massachusetts Bay, made & passed the 21st day of January A. D. 1757.

The following is a true list of the several French Persons names in the Town of Chelmsford, the amount of their age sex & the circumstances of their Health & capacity for Labour.

The Number of French are seventeen.

Vizt. Names	Aged.
Jean Landrie a man	62 yrs.
Maudlin his wife	60 weekly & unable to labour & labouring under the misfortune of a broken arm & the charges there of now.
Paul Landrie his son	22 able to Labour.
Charles Do Do	20 Sickly & not able to Labour.
Simon	18 able to Labour.
Asam	16 " "
Charles Trawhorn a man	29 Sickly & not able to Labour.
Tithorne his wife	29 able to Labour.
Mary their daughter	6½
Maudlin " "	5½
Joseph " son	4 sickly
Grigwire " "	3
Margaret " Daughter	0:7 months

Joseph Landrie a son of the sd	}	26 years	Healthy & able to
Jean Landrie		Labour.	
Maudlin his wife	}	26 years	Healthy & able to
		Labour.	
Jean their son		2 years	sickly & weakly.
Murray Maudlin their daughter		5 months.	

David Spaulding	}	Selectmen of Chelmsford.
Daniel Proctor		
Henry Spaulding		
Jonas Adams		
Andrew Fletcher		

The town of Dracut had within its borders at different dates, twelve of the French Neutrals. The first trace of them in the town is the following record:—

“May 18, 1757. It is on this date voted by the town of Dracut to give the French family Sarah, Mary and Betty Landrie, three of the French family that belong to Dracut, twelve dollars to transport them to Quebec, upon these instructions, that the money shall be lodged in Mr. Peter Fry’s hand, one of the Overseers of the Poor and not to be delivered to them unless they do actually go off and pay their passage for transporting them to Quebec.

EPHRAIM HILDRETH, *Town Clerk.*”

At a later date is found this additional entry:—

“The Province of the Massachusetts Bay, Debtor to the Town of Dracut for Substance of the French family from the 5th day of March, 1760, to the 15th day of August, 1760, consisting of nine persons. The man and his wife aged about sixty years and six daughters between the age of twenty and twenty-nine years and one about thirteen years. The man is not able to perform much labor nor his wife and one of the daughters is not in an estate of health to perform much labor.

EPHRAIM HILDRETH,	}	Selectmen of Dracut.
JONATHAN COBURN,		
EPHRAIM BARRON,		

Tradition claims that this family occupied the old Fox house not far from the Milton Fox farm. When the old house was being remodeled, there were traces found of French occupants and foreign utensils.

As authorizing the fact that Tewksbury also cared for a number of the Acadians is found a record in the State Folio, giving eleven as the number there.

"Middlesex, Tewksbury, June 10, 1757. The account of the town of Tewksbury Entertaining a French family sent from Nova Scotia, viz :—Francis Meers, his wife and nine children, eleven in number from the 25th day of February last until the tenth day of June instant, which is fifteen weeks at three dollars per week, amounting to the sum of 13 pounds and 10 shillings lawful money, for meat, bread, drink, house rent, fire wood, soap and salt. We the subscribers, the selectmen of Tewksbury Honorably Pray to have the above account allowed. Thomas Marshall, John Chapman, Isaac Kittredge—Selectmen of Tewksbury.

Also the following :—

"To the honorable Samuel Danforth, Esq. In pursuance of your Honorable Warrant to us directed of the 18th of July. We have removed all the French Neutrals that were in our town to the town of Redding on the 31st of July, 1760, and their names are as follows: Francis Meers and Jane his wife, his sons and daughters—John, Francis, Paul, Christopher, Boffeal, Rosalie, Elizabeth, Priscella, Mary. Another of the daughters, Hanna, has been gone out of town for some months and when she will return is unknown to us. Wm. Brown, Wm. Kittredge, Steven Osgood, James Thorndike, Wm. Hunt—Selectmen of Tewksbury.

It is not the scope of this paper to trace the after life of these exiles either from these towns or from all Massachusetts. It is probable that when Canada was ceded to the English in 1763, many emigrated to that province, others remained in New England and inter-married with the colonists. The weak and sickly, unable

to bear the hardships of an alien life, faded away. Perhaps as they lay ill or dying their thoughts and hearts yearned for Acadia and their happy home life, as did Marguerite of whom Whittier wrote.

"But her soul went back to its child time; she saw the sun o'erflow
With gold the basin of Minas and set over Gaspereau.
She saw the face of her mother; she heard the song she sang,
And far off faintly, slowly, the bell for vesper rang.
Done was the work of her hands;
She had eaten her bitter bread;
The world of the alien people
Lay behind her, dim and dead."

The writer of this article has compiled from the original "Rolls of Colonel Winslow's Regiment sent against Nova Scotia in 1755," the names of the men from our adjoining towns who were in that expedition, feeling that before all memory of their deeds fades from among us, this record should be made. The original "Rolls of the Regiment" are in the possession of the Massachusetts Historical Society and it is through the courtesy of that society that such a compilation was secured. And in reading these names it must be understood that no censure or blame is connected with these private soldiers, for

"Theirs not to reason why,
Theirs but to do or die."

FROM DRACUT

DANIEL CLOUGH, 45, Laborer
JONAS EMERY, 45, Yeoman
JOSEPH TREADWELL, 37, Laborer
JOHN EMERY, 18, Laborer
FRANCIS KNOWLTON, 23, Laborer
SIMON WOOD, 21, Tailor
ANTHONY EMERY, 22, Laborer
RICHARD BARRON, 21, Laborer

FROM TEWKSBURY

JOSHUA FROST, 18, Laborer
EBENEZER FISKE, 20, Laborer
TIMOTHY DUTTON, Laborer
BENJAMIN CLARK, Laborer
SAMUEL WINCH CORPORAL, 43, Husbandman
WILLIAM OBER, 20, Laborer

FROM CHELMSFORD

ELEAZER STEVENS, 24, Laborer
 JOHN WARREN, 21, Laborer
 JOHN BLAISDELL, 22, Cooper
 JACOB FARMER, 41, Laborer
 BENJAMIN BYAM, 21, Cooper
 THOMAS BYAM, 40, Cordwainer
 EZEKIEL DAVIS, 18, Laborer
 JEREMIAH FROST, 19, Laborer
 BENJAMIN CHAMBERLAIN, 18, Laborer
 BENJAMIN FLETCHER, 17, Laborer
 ABRAHAM CUMMINGS, 20, Smith
 NATHANIEL BUTTERFIELD, 42, Husbandman
 EBENEZER KITTREDGE, 23, Husbandman
 NEHEMIAH, VARNUM, 19, Laborer
 DANIEL STEVENS, 18, Yeoman
 NATHANIEL FOSTER, 25, Husbandman
 SAMUEL FOSTER, 25, Husbandman
 ANDREW HUTCHINS, 25, Husbandman
 SAMUEL COWDRAY, 25, Laborer
 BENJAMIN KEMPS, 22, Cooper
 ABNER KEYS, 17, Blacksmith
 JOHN PARRY, 20, Housewright

The tragedy of the Acadians' exile is almost forgotten and only the faded pages of early records show that once among us, a few of the ill-fated Acadians found not a home, but a stopping place. And this fragment of history which has been written herein is but a connecting link between our modern life and the home of Evangeline.

"This is the forest primeval; but where are the hearts that beneath it
 Leaped like the roe, when he hears in the woodland the voice of the huntsman.
 Where is the thatch-roofed village, the home of Acadian farmers:
 Waste are these pleasant farms and the farmers forever departed;
 Scattered like dust and leaves when the mighty blasts of October
 Seize them and whirl them aloft, and sprinkle them far 'oer the ocean,
 Naught but tradition remains of the beautiful village of Grand Pre."

REMINISCENCES OF THE LOWELL HIGH SCHOOL.

BY MISS MARY A. WEBSTER. READ MAY 11, 1911.

In the early fifties, little was thought and nothing was said about the nervous strain of written examinations. Indeed, if girls and boys of the present day were required to go through the ordeal for admission to the High School that those of that day had to pass, there would be much fear on the part of parents and of the parents' physicians, lest the tax upon the nerves would be too great. Yet those of that day lived through it and knew of no cases of nervous prostration.

All applicants for admission to the High School were required to pass examinations in Arithmetic—Greenleaf's Arithmetic from cover to cover—English Grammar, Geography, United States History, Physiology, twenty questions in each subject, Reading, Writing, and Spelling. These examinations were held twice a year, always in the High School building. After several days, the applicants were summoned to the same place to hear their names and ranks read in public, if they had received a mark high enough to admit them to the school.

The writer does not remember feeling nervous or anxious as to the result in her own case, but she learned afterwards that the master of the Varnum School, Mr. A. W. Boardman, had great doubts about her success and that he was vastly pleased, when he heard that she had passed. No wonder that he was anxious when he remembered that at the public examination, held a few days before, the small girl had so far lost her head as to state that *as* was a verb. At this time, the girls of the High School sat in one large room on the second floor, which had a seating capacity of one hundred and forty-four. In this room the desks were in groups of three, a most convenient arrangement for girls to study together and, occasionally, to pass light refreshments. This room, when I entered the school, was presided over by Miss Anne B.

Sawyer, afterwards Mrs. Daniel S. Richardson. Well do I remember the impression made upon me by her majestic figure and her loud, clear voice, as she paced the long platform, which extended the whole width of the room, and read to her class, "Roll on, thou deep and dark blue ocean, roll!" The other lady teacher was Miss Mary F. Morgan, afterwards Mrs. Sullivan Ward, a *gentle lady* with emphasis on both words. I do not remember much about these two as teachers, for they both left in less than a year to be married.

They were succeeded by Miss Caroline Raymond and Miss Elizabeth Wright, now Mrs. Miles of Hingham. Neither of these ladies took charge of the large room, but they occupied small recitation rooms at the southeast and southwest corners of the building. Each of these teachers had her own devoted friends among the girls, but we always felt that Miss Wright was more fond of the boys than of the girls. In many classes there were both girls and boys, but there were not as many mixed classes as later. Miss Raymond was tall and very slight, gentle and dignified in manner and a faithful and thorough teacher. Miss Wright was more demonstrative than Miss Raymond and, perhaps, more popular but I do not know that she was a better teacher. I recited more to Miss Raymond than to Miss Wright.

When these ladies came, Mr. Jonathan Kimball, who was already a teacher in the school, took the girls' room in charge. He was tall and large, with abundant, straight black hair, black eyes and prominent, white teeth. He was stern at times, and then his strong face would relax into a brilliant smile that won all hearts. I remember hearing him say to a girl, with one of his stern looks, "Miss C., An idle girl 'is like a clock without hands, As useless when it goes as when it stands,'" and then came the smile that took away the sting, but Miss C. was not idle after that. He taught us Latin for four years and he succeeded in inspiring all who cared for study, with a love for that language that has never

ceased. This notwithstanding the fact that we had to learn all our declensions and conjugations before we had any translation. In fact, all through our Latin course, we were drilled in Andrews and Stoddard's Grammar so thoroughly that in later years in the teaching of Latin, we went to that book to settle all doubtful points. We were required to learn all the exceptions in gender and even the twenty-six prepositions that govern the accusative. After reading Virgil, we were fond of describing our feelings under trying circumstances by "*vox faucibus haesit*" or "*comae arrectae sunt*," and "*parvus Iulus*" or "*puer Ascanius*" was like one of our own family. I use the English pronunciation which was also a part of our drill—even to the dividing of words into syllables.

In the books of old catalogues that we have at school I came across a little printed paper, called The Weekly Union, edited by E. S. Hunt, Jr., L. W. Huntington, F. T. Greenhalge. I think it was a private enterprise. In it there was a witty account of the first waste-basket in the boys' room and the "saints" who "piously dropped their mites into the sacred treasury and returned with a self-confident air which would have done honor to a Brutus after he had freed his country from a would-be king." That reminded me of one of Mr. Kimball's devices for securing neatness, which I had quite forgotten. He had printed in large letters on one of the blackboards,

"LITTER-ARY SEATS,"

and, every day the names of those who had left papers on the floor about their desks were posted. The first glance in the morning was to see if our names were on the list.

Our affection for Mr. Kimball personally amounted almost to worship, and when he bade farewell to the school to take the position of principal of the Dorchester High School, there was weeping and wailing throughout the room. It was, indeed, a

touching scene for even the strong man walked the room with tears rolling down his cheeks. I never knew of greater devotion to a teacher than was ours for him.

Mr. Charles C. Chase, the principal of the school, ruled with gentle sway in the large room on the first floor where the boys sat. At this time only a few of the girls recited to him in Latin and Greek. I shall have more to say about him later.

Mr. James B. Russell was the teacher of Mathematics, a somewhat eccentric man, but a good teacher, especially of those who were fond of his branch of study. I can see him now as with a peculiar gesture he rapped with his thumb and finger on the board, and said "Query! How'd know?" He would never let anything pass without full explanation. My class was a favorite with him as it had many good mathematicians. With him we studied Arithmetic, with his own book for a text-book, Sherwin's Algebra complete, (I remember well how we had to struggle with working out the formula for the binomial theorem) Davies' Legendre, plane, spherical and solid geometry, and trigonometry. He even persuaded us to do three months' work in trigonometry as an extra, after we had finished the book.

Mr. Ephraim Young was the science teacher. With almost no apparatus and with no laboratory, he taught Physics, or Natural Philosophy, as it was then called, and Chemistry.

After Mr. Kimball left, I think Mr. Young took the girls' room for a time and then came good Dr. Lloyd W. Hixon. Many of us, alas! were disposed to take advantage of his deafness which was quite marked even then. We were also inclined to violate some of the new rules that he made in the endeavor to change our rather rude schoolgirl manners to those more becoming young ladies. One rule was that we must wear our hats out of doors even on Anne street at recess. I think now that that was a very good rule, but then I thought differently. There had been a system of self reporting in Mr. Kimball's day. Those who could

say that they had not whispered during the week were allowed to go home earlier than the others on Saturday morning. Dr. Hixon introduced a *daily* report. Those who had not whispered or had not communicated, so reported and at the end of the term the names of the non-whisperers were marked on the catalogue with a dagger and the non-communicators with a double dagger. It is needless to say that there were few double daggers. Of course, the non-whisperers took the privilege of talking freely with their fingers and their pencils. He also introduced the custom of singing a closing, as well as an opening hymn. As this kept us a little, after the boys were dismissed, we showed our impatience by wickedly changing the familiar hymn to "Lloyd, dismiss us with thy blessing."

I must not forget to mention Mr. Farnsworth who occupied the third floor where he taught writing and bookkeeping. Surely those who heeded his oft repeated "Imitate your copy with curious exactness" have never regretted the time that they spent in that attic room.

Nor must I fail to mention Mr. Isaac N. Metcalf, who came for half an hour, twice a week, to teach us to sing. His private singing school and his floral concerts were institutions of Lowell in those days.

There were then and for many years after, two daily sessions, each three hours long, except on Wednesdays and Saturdays when there was but one. I remember that when the change was made to one session, some of the teachers did not see how they could dispense with the Wednesday half holiday, but now we don't know how any one ever taught without the whole holiday on Saturday.

There were public examinations twice a year, one in February and one late in July. I think the earliest date for the latter, while I was a pupil, was July 25. For these examinations, elaborate preparations were made. Catalogues were printed, con-

taining the names, attendance, absence, deportment and rank of all the pupils. In the morning there were recitations in various subjects. The members of the school board were present and they were expected to take part in questioning the pupils, (and they did so too). Then came compositions and declamations in the afternoon.

Some of the rhetorical exercises on these occasions under Mr. Kimball were very ingenious and, although they seem strange now, they proved themselves exceedingly entertaining, for the girls' room was always crowded with visitors. Once twenty-six of us, personated the letters of the alphabet and, in short themes, boasted of our part in the world's work. At another time, ten represented Apollo and the nine muses and proclaimed our duties and merits to an admiring audience. I was Clio the muse of history. Again we wrote about famous women, of whom Ann Hutchinson is the only one I now remember. On this occasion the room was so crowded that the girls had to stand in chairs to be seen and heard. At still another time, we personated the virtues and the vices but, unlike the early mysteries, we did not have the devil as a central figure.

Then there were public Saturdays, when the boys came up to the girls' room to declaim, compositions were read and there was music, both vocal and instrumental. I remember especially the recital of Poe's *Raven* by James O. Scripture, the piano playing by Mr. Solon Stevens and Mr. Charles Burbank and the singing by Miss Josephine Varney. The compositions were read from the High School Coronal. This was the school paper. It was never printed but written in a large book, each paper with an ornamental heading, written by Mr. Farnsworth. Its contents were wholly original, both prose and poetry, written by the pupils and selected by the teachers. There were no special graduating exercises for, then, pupils attended the school until they were fitted for college or until they were ready to leave.

I don't remember how many studies each pupil was required to take but the courses that we had, covered quite as much ground as the same courses now. Latin included Caesar, Cicero and Virgil as now, but I read, with boys who were fitting for college under Mr. Chase, in addition to the usual amount, the last six books of the Aeneid, the Eclogues and Georgics of Virgil and the Odes and Epodes of Horace. French included Fasquelle's Grammar with oh! so many written exercises, Picciola, Un Philosophe sous les Toits, the Henriade of Voltaire, Chateaubriand's Four Stuarts, some of Racine's plays, and Corinne. Most of these I read with Miss Raymond and I remember well the drill in French history in connection with the Henriade and in English history of the period of the Stuarts. We did not talk French except for a time when a French teacher, whose name I do not recall, was employed. He came, perhaps twice a week, to teach us pronunciation and conversation. The course in Mathematics I have already spoken of. In science besides the Physics and Chemistry there was Physiology, Astronomy and Intellectual Philosophy. The last three were taught by different teachers. Only General History was taught and there was no English Literature. In addition to these, there was Moral Science once a week, and Reading from a reading book which contained selections of various kinds. Russell's Elocutionary Reader is the book that I remember, my copy of which I regret to say, I have lost. I would like to see a copy again.

We were obliged to buy our own books, for which I am truly thankful, for I am sure that we knew the value of books much better than the young people of today and, after we left school, we had the books for reference. There were few changes in school books, so that the same ones were often used through a whole family. Whether this was due to the prudence of the school board that the tax upon our parents might not be too great or to the fact that there were fewer Western teachers who, now-a-days, seem to be *the* teachers who have the ambition and the leisure to edit new school books, I do not know.

There were no social functions connected with the school then, no physical culture or military drill. We had, instead, abundant out-door exercise in walking to and from our homes, twice a day, rain or shine, for there were no cars or 'buses to take us back and forth, nor was there a signal for "no session." On extremely stormy days, however, the session was held until one o'clock with no noon intermission.

Diplomas were first given July 26, 1858, to a class of twenty-five, eight boys and seventeen girls. The whole number enrolled in the school that year was 329. These numbers seem small indeed when compared with an enrollment of 1213 in 1910 and a graduating class of two hundred and twenty. The graduating exercises were held in Huntington Hall which then had a large gallery with raised seats at the end towards Merrimack Street. In this gallery the school was seated. Every member of the class had some part in the exercises, either a declamation or an essay and several of the girls gave a dialogue in French, and afterwards, at the request of Dr. Cleaveland, a member of the school board, in English. This dialogue was original, but the conversation had been revised by the French teacher. With this class I took my diploma and bade goodbye to my school days.

Five years later, I returned to the school as a teacher. Miss Eliza T. Braley was elected at the same time. In that day, all candidates for a certificate to teach in Lowell were required to pass a written examination in all the common branches, given by the school board. This had to be repeated every year until the candidate was elected. In addition to this for the High School, there was an examination, partly oral and partly written, also by members of the school board, in Virgil, Algebra and Paradise Lost. Nor was this latter an easy examination, for I remember that one of the Algebra questions given to me was one of the most difficult formulæ in Arithmetical Progression and glad was I, when, thanks to Mr. Russell's instruction, I was able to work it out

correctly. After our election the only direction given to Miss Braley and myself by the board was, that we must always dress well, a direction that we tried to obey as far as our finances would allow.

There was the same arrangement of rooms, at this time, as when I left school, the same two sessions, the same long year, ending late in July, the same public examinations, twice a year, the same elaborate catalogues, but there was change in the teachers. Dr. Hixon had left, I think, to join the army in the Civil War. I have been told that his deafness, which I spoke of before, was greatly increased by the noise of war for he, afterwards, became totally deaf. Miss Raymond had left to join Mr. Kimball in the Dorchester High School. Dr. John J. Colton had charge of the girls and taught the sciences. Mr. Joseph McDaniels had been added to the list of teachers. His work was, mainly, Latin and Greek, but like the rest of us, he was obliged to take a variety of subjects. This arrangement seemed necessary for the number of teachers was so limited. I feel sometimes as if I ought to apologize to those who came under my care during the first years of my teaching, for my boldness in trying to teach subjects for which I had no special fitness or preparation, but we all had to serve a long apprenticeship before we could have just the subjects that we wished.

My relations with the other teachers of the school have always been of the pleasantest, but I must say that at no time has there been a group of teachers more congenial than were these. Dr. Colton, to whom Miss Braley and I were more immediately responsible during the two years that we were associated with him, was ever most kind and considerate. At the end of that time both he and Miss Braley gave up the profession of teaching.

The course of study was more defined than in my time and was arranged for both three and four years. I mentioned the elaborate catalogues. I shall never forget the summer of our first

year, when Miss Braley and I labored in the hot July days over those averages and stars and lists of names. This work fell to us for all the girls, and we found it no easy task. These catalogues were not given up until 1876.

The programme for the graduating exercises was also a source of labor. For both of these no time was given in school hours. As I have looked over some of the programmes of those days, it has seemed to me that the girls must have been more mature in mind than at the present day. I am sure that I should think a girl abnormal who chose for the subject of her theme, *The Discipline of Solitude*, or *The Sunshine of Old Age*, and the girls of today would think me abnormal if I should assign such subjects. The hard work of those days however, was greatly lightened by Miss Braley's lively chat and brilliant wit.

Dr. Colton was succeeded by Mr. Gorham Williams who stayed only one year. The poor man had a hard time during that year, although I think the girls did not mean to be disagreeable. They simply took advantage of Mr. Williams' youth and inexperience and had some fun at his expense.

After him came Mr. Levi S. Burbank, but his reign in the large room was short, for the school was soon moved to Huntington and Jackson Halls that the old school house might be remodelled. That was a year to be remembered. Only the hope of better things to come made it endurable. Those who recall the noise made by a train coming into the station in the middle of a lecture or concert in Huntington Hall in an evening, can imagine what it was to try to hear recitations in those rooms.

However, the year ended, at last, and in the following October we went into the new old building, now divided into six rooms in which pupils were seated, and two rooms that might be used for recitations, and a tiny laboratory so-called, with a hall on the third floor. The teaching force consisted of Mr. Chase as principal, Mr. Russell, Mr. Burbank, Mr. Joseph McDaniels, Miss

Elizabeth Russell, Miss Melvin, and myself. Now girls and boys were seated in the same rooms and recited in the same classes. They had recited together to some extent before this. The only new teacher was Miss Melvin.

As I now had a recitation room leading from Mr. Chase's room, I was brought into closer association with him and I began to realize his power as a teacher. He seemed to be equally at home in the classics, in Mathematics, and in Science. I have heard a gentleman who was fitted by him in Physics for the Harvard examinations, say that with no apparatus, by his clear illustrations and his ingenious experiments, he made even the big Avery's Physics interesting and instructive. A glance at one of the programs for public examination will show the variety of subjects that he taught. This is the programme for February 11, 1870.

- 9.15 Mr. Chase—Int. Phil.
Mr. Burbank—Nat. Phil.
Mr. Russell—Geometry.
Miss Webster—U. S. Hist.
Miss Melvin—Caesar and Roman Hist.
Miss Hardman—Algebra.
Miss McDaniels—Caesar.
- 10.10 Mr. Chase—Virgil.
Mr. Burbank—Nat. Phil.
Mr. Russell—Geom.
Miss Webster—French.
Miss Melvin—Reading.
Miss Hardman—Eng. Grammar.
Miss McDaniels—Eng. Lit.
- 11.06 Mr. Chase—Anabasis.
Mr. Burbank—Geology.
Mr. Russell—Geometry.
Miss Webster—Algebra.
Miss Melvin—Shakespeare.
Miss Hardman—Roman Hist.
Miss McDaniels—Roman Hist.

That of July 3, '71, reads

8.45	Science of Government	Mr. Chase
	Chemistry	Mr. Burbank
	Geometry	Mr. Russell
	Arith.	Miss Webster
	Latin	Miss Melvin
	Rhet. & Eng. Lit.	Miss McDaniels
	Nat. Phil.	Miss Hovey
	Nat. Phil.	Miss Draper
9.40	Astronomy	Mr. Chase
	Chemistry	Mr. Burbank
	Geom.	Mr. Russell
	Fr. & Rhetoric	Miss Webster
	Nat. Phil. & Alg.	Miss Melvin
	Eng. Lit.	Miss McDaniels
	Alg.	Miss Hovey
	Nat. Phil. & Astronomy	Miss Draper
10.35	Greek	Mr. Chase
	Botany	Mr. Burbank
	Geom.	Mr. Russell
	Lat. Reader & Caesar	Miss Webster
	Reading	Miss Melvin
	Caesar & Lat. Reader	Miss McDaniels
	Nat. Phil.	Miss Hovey
	Eng. Hist.	Miss Draper

3 o'clock Graduating Exercises.

The last of these public examinations was held July 3, '73.

On these programs, Science of Government, Intellectual Philosophy, Astronomy, Latin and Greek are found as Mr. Chase's subjects, but he also taught Mathematics, at times, a science of which he was very fond. He and Mr. Russell had many a friendly tilt over puzzling problems. Mr. Chase was never a strict disciplinarian. Many, doubtless remember his "Be honorable, boys," and I often quote his words when a stray dog walks into my room, "See that you behave as well as the dog."

Soon after the new arrangement of rooms the school lost a talented and valued teacher in Mr. McDaniels who left Lowell to become Professor of Greek at Hobart College, a position that he still holds. After the change to one session, several of the teachers

formed a Latin class under Mr. Chase as leader, which met directly after school for fifteen or twenty minutes. We read the *Ars Poetica* of Horace, some of Juvenal's *Satires* and a little *Livy*. Afterwards the same class read several of the French College Plays. I mention this, to say that these meetings brought out the pleasantest kind of criticisms from Mr. Chase and the most exquisite translations from Mr. McDaniels with occasional sallies of brilliant wit.

On the first of the programs that I read, appear the names of Miss Elizabeth McDaniels and Miss Alice J. Hardman, who came in when Mr. McDaniels and Miss Russell left and on the second the names of Miss Harriet C. Hovey and Miss Charlotte E. Draper. Miss Hardman had left to be married. The teaching force was now larger than ever before and it remained unchanged for some years. Mr. Burbank was the first to leave for a higher position elsewhere. He was a very enthusiastic teacher of science, especially of Botany. He was succeeded by Mr. Edwin A. Lord.

Mr. Lord was, for a time, acting principal, while Mr. Chase was out of health. He left to become principal of the Lawrence High School and, later, went to Wolfboro Academy. In all these places, he showed fine executive ability and he was a successful teacher. I remember that he persuaded me to take a class in Botany, a subject of which I became very fond, and he showed me the resorts of many of the beautiful wild flowers in this vicinity.

After Miss McDaniels came into the school, English Literature was added to the course in English, which had, before, consisted of only Rhetoric and English Grammar with exercises in Composition. All who took that study under her, I am sure, will testify to her ability and zeal in that subject and to the interest in the best reading which she inspired in her pupils. Here, let me say that perhaps in no subject, taught in the school, has there been a greater change than in the teaching of English. This has been mainly due to the demand of the colleges for better instruc-

tion in our own language, which demand has affected all other students as well as those fitting for college. Now every one is required to take English during the whole course and eleven teachers have English classes, four or five of these, nothing but English.

After the abolition of public examinations, written examinations were given twice a year, each lasting for three days, and what wearisome days they were both to pupils and teachers. The questions for these examinations were prepared in each branch by teachers other than those who taught the subject. Some years later, even these were given up, as they were regarded as an unnecessary strain upon the pupils, and their results made but little difference in the final marks.

One of the most interesting exercises of the school was the gathering of the whole school in the hall every morning for the opening exercises. These consisted of reading from the Bible, by the principal, a prayer, and the singing of a hymn. It was a pleasant sight to see the whole school together every day and there was opportunity for a word in season when it was needed. Many, doubtless, remember today, some of Mr. Chase's short talks. I often have occasion to recall his impressive words about the sacredness of one's name, as he tried to point out to both boys and girls the danger of signing their father's or their mother's name even to an excuse for absence or tardiness. As the school grew in numbers, the hall had to be divided into rooms and the morning gathering given up.

After Mr. Chase resigned, Mr. Frank F. Coburn, who had taken Mr. Lord's place as teacher of science, became principal. He brought to the school great executive ability, and deliberate but always just judgment. He was quiet in his bearing, but no one liked to be sent to him for discipline, not because he thought he would not be fairly treated, but because he was ashamed to meet the just, but calm reproof that he knew he would receive. It was a great loss to the school when he left to become principal of the Normal School.

When Mr. Chase left, Mr. Frank B. Sherburne came into the school as teacher of Latin and Greek. Soon after this, Mr. Cyrus W. Irish, the present principal, was added to the faculty as instructor in science.

In the year 1890 - '91, the school was temporarily housed in the Mann School house, while the old High School building was torn down and the present one built. This was another period of inconvenience, noise, and confusion but that, too, came to an end when the present building was completed.

Just before we came into this building, Miss Melvin resigned to go to China. She had, for several years before, spent much time in foreign travel and had become so fond of foreign life that she was not happy in her work here. So, when this call came to her, she was only too glad to accept it. We have heard from several sources that her work in Shanghai was wonderfully successful and that she was the centre of a large circle of devoted friends.

It was to me, as well as to the school, a great loss when Miss Hovey decided, because of sadness that had come into her life, that she could no longer bear the strain of school work. Together we had struggled over second year Latin and had compared notes in regard to discipline for many years and, besides, we had been schoolmates from earliest childhood. As a teacher, she had the ability to make pupils work in spite of themselves. I have often heard Mr. Sherburne, to whom she sent scholars in Greek, say that he did not see how it was possible for any one to get so much Greek into a boy's head in one year.

I have now come to the occupancy of the present building, a time too recent for reminiscence. Since then two valuable teachers of long standing have left the school. The numbers of both pupils and teachers have more than doubled. Many changes have been made in the courses of study. Every change, however, it is safe to say, has been made from the desire to keep the school

up to the highest possible standard. I must say, before I close, that in the three principals with whom I have been associated, one a former teacher and two former pupils, I have been most fortunate. In fact, I know of no school where the relations of teachers have been so uniformly harmonious as in our High School.

CHELMSFORD.

LOWELL HIGH SCHOOL HISTORICAL ESSAY BY MISS MILDRED M.
DURHAM, OF THE CLASS OF 1911.

The spot on which the city of Lowell now stands is not without historic interest. Where now innumerable industries are situated, where spacious streets and residences are found, once stood the wigwams of the Indians and scattered homes of early English settlers. Though great changes have occurred, we can yet find relics of the life those early people led on these same grounds where now we live.

Several ancient buildings recall these old Colonial days. "Near the bank of the Merrimack, is a famous old building, known in early days as Clark's Tavern. This tavern, near Clark's Ferry, was a popular resort for the fashionable and distinguished people of the day." Besides this building, a few old homesteads, also, still exist, occupied by descendants of their first owners. Prominent among them, are the Sewall Bowers homestead, the Henry Parker place, and the Captain Ford, and Joel Spalding houses.

The Sewall Bowers house, doubtless the oldest building in our city, stands but a short distance from the "Old Highway" which is now Stedman street. The house and farm have been in the possession of the Bowers family since the first settlement of Chelmsford, and are mentioned in the old records as being a rendezvous in times of danger, and for neighborly conferences.

The Henry Parker house, on another old road now known as Pine street, has been in the possession of the Parker family since the Indians sold their claim to Wamesit and is well preserved.

Then, not far from School street on Pawtucket street, is the old Captain Ford residence, and a little above this is the old Spalding homestead. Captain Ford and Joel Spalding were both prominent men from this district in the Revolution.

The Spalding family have many relics of this early period, among them, a watch carried by their grandfather in the Battle of Bunker Hill. Mrs. Luther Faulkner of Billerica, in her younger days a playmate of the Spalding children, says one of the delights of her childhood was to go with them and play in their garret, where scores of articles were stored which dated back to the early generations of the family. There, in the garret, were the old flax-cards, and the reel, and the old cocked hat. This, they all took turns in wearing, as they played soldier marching up and down the garret like grandfather at Bunker Hill.

These old relics of course take us back many years, but the history of Chelmsford is older even than any of these relics. It dates back over two and one-half centuries to the year 1653, when Oliver Cromwell was Lord Protector of England. The community then contained but twenty families, and these families, our Puritan ancestors, desirous of improving their condition, assembled themselves and established the township of Chelmsford.

May 18, 1653, they were granted a tract six miles square, and within eighteen months, a sufficient number of people were there to call a town meeting. Among the prominent officers chosen at this first town meeting, were: Esdras Reed, Edward Spalding, William Fletcher, and Thomas Adams.

Previous to 1701, not only were the people, living within the present confines of Chelmsford and Lowell, regarded as citizens, but so also were the residents of what is now Dracut. They voted, paid taxes, and attended town meeting in Chelmsford.

Among the prominent men of these early Colonial days, was Captain Jerathmell Bowers. He was representative to the General Court, and captain of the militia.

Although Captain Bowers was very popular, Major Thomas Hinchman was considered the most influential person who settled within the present limits of the city of Lowell, prior to 1700. He was a very modest, retiring man and a general favorite with the

townsfolk. He held the entire confidence of the Pawtuckets, thereby saving Chelmsford from many depredations. Major Hinchman's name is indelibly stamped on the pages of the early history of Massachusetts.

The Adams family can claim the distinction that its name is the oldest individual name recorded and the Adams Library is a fitting memorial of the early settlers of Chelmsford of that name.

Chelmsford rapidly began to flourish, considering the limitations of the times. Yet the inhabitants were not free from trouble with the Indians. Places of rendezvous were designated at which the people were to take refuge in case of alarm. "Prominent among these, was the old Garrison House erected by Major Hinchman in 1675. Not a trace is left of the old log structure, but memory still retains the story of how the neighboring farmers, with their wives and little ones, hastened to the old house for shelter, when rumors of attacks by the Indians in adjoining towns filled their hearts with horror and dismay."

During King Philip's war, the settlers of Chelmsford were not entirely exempt from trouble, though they suffered much less than many frontier towns. When families retired for the night they knew not at what hour they might be awakened from their slumbers by the war-whoop of the savages. The men carried clubs to church with them for protection and other precautions followed such as the erection of a strong house on the eminence known as Robin's Hill.

Although the people were in constant fear of the Indians, their relations with them were not altogether hostile. At the wigwam of Wanalancit, an Indian who had been converted, upon the banks of the Concord within sound of the falling waters, the Apostle Eliot gathered these dusky savages about him, and attempted, with some success, to instill into their minds the principles of the Christian religion.

Religious duty, then, was one of the first concerns of these pioneer settlers of Chelmsford, and the establishment of a church became a matter of great consequence. At their first town meeting Reverend John Fiske was chosen as their minister, and five years later, they erected a small log church which accommodated this small community very well until 1712, when a larger one was built. That this early structure could serve so long was probably due to the fact that generally the congregation stood during the services. In the second church, a few favored people were allowed to build their own pews, but such a privilege could only be obtained by vote in town meeting.

Mr. Fiske was succeeded by the Rev. Thomas Clark who in turn was succeeded by the Rev. Samson Stoddard and the Rev. Ebenezer Bridge.

The most conspicuous of those who followed Mr. Fiske was Mr. Bridge. He was a very influential man, with many friends in Boston, who were prominent officers of the king. During the sufferings in 1774-75, he helped the people to send contributions to the sufferers in Boston, such as rye, corn, and sheep; and he went about from house to house comforting the families whose fathers, sons and brothers were absent in the army.

Such is the early church history of Chelmsford. Our early ancestors thought more of erecting places of divine worship than of educating their children. Twenty-nine years after the first settlement, the people had a bell on their log church, but not a school house in the town. In 1742, however, the General Court passed a law requiring the selectmen to keep a vigilant eye over the people and see that their children were taught to master the English language. After five years, then, a free school was made compulsory and school was kept during four months in the year, one month being given to each quarter of the town.

Little more than reading and writing was taught in this schooling; writing in those days being taught by men, while women gave the instruction in reading. To Chelmsford's discredit, for some time, the town refused to keep up to the requirements of law in its school curriculum; for a law was passed that a town of one hundred families must have a grammar school that would fit the young people for a university, and Chelmsford was obliged to pay fines for violating this law during four years.

The first school house was erected in 1718. It cost about one hundred dollars and subscriptions were taken up to collect the amount. Nathaniel Prentice, a graduate of Harvard, had the distinction of being the first teacher in this first school house. Others following him were Joseph Whipple, Oliver Fletcher, Thomas Frink and Samson Stoddard.

As Prentice has the distinction of being the first teacher, so Ralph Waldo Emerson has the distinction of being the most eminent teacher. He taught in the Classical School in 1825.

Though the men of Chelmsford in the early days were not trained to be soldiers, yet they were men of courage, firm resolve and high purpose. They were of the best yeomanry of England. Their sires had fought at Naseby and at Marston Moor, and on those battlefields we may find the origin of the spirit of the American soldier. The men who gathered on Lexington green and at Concord bridge possessed, by inheritance the essential qualities for conflict. At Bunker Hill they displayed soldierly qualities that excited the admiration of the British officers. All through the winter that followed this great battle, Chelmsford sent supplies to her sons in Boston, the women contributing largely to the work in blankets and in stockings for the suffering soldiers.

Among the men that Chelmsford sent was Benjamin Pierce, father of President Franklin Pierce. "When the signal of alarm was given on April 19, 1775, young Pierce was ploughing in a field where Powell street is now. Hitching his team of steers to a

nearby tree, he took his gun and started for Concord on foot. He served through the Revolution and afterward went to New Hampshire to live, of which state he was twice elected governor."

His home was on a short by-path from the old tavern to Chelmsford street. This road has disappeared but others survive to show us what this must have been. Follow the old winding Chelmsford road, and you can imagine the "embattled farmers" of over a century ago, as they hurried along its grassy way to join in the great struggle for liberty.

Not far from this old Chelmsford road, is the "Old Highway," and on it, near the head of the Middlesex Canal, is found all that is left of the once famous Chelmsford Glass Works. These works were established here in 1802 by Boston parties, and soon became a prominent industry in the little town. Other industries early becoming prominent were the development of the natural resources in fisheries, granite, limestone, clay and peat. Like the glass works, most of these industries have long since died out except for the granite quarries, and have given place to factories for cottons and woolens.

The prosperity of the town in Chelmsford's early history was greatly increased by the demand for lumber at Newburyport. To facilitate the transportation of this commodity from Chelmsford where it was abundant, as it was all along the banks of the Merrimack, a plan was advanced for building a canal around Pawtucket Falls. The project offered great inducements to many men for the investment of money, in view of the fact that all the lumber traffic must pass these falls, and so it was not long before a company was formed which began work on the construction of a canal.

This was the first canal. The next was a much greater undertaking. In 1794 the Middlesex canal was started, under the superintendence of Colonel Loanmi Baldwin whose ability as a skilful engineer made the undertaking a success. For its time, this enterprise was a wonderful feat of engineering. "The canal

reaching from the Charles to the Merrimack was thirty feet wide, and four feet deep, with twenty locks and seven aqueducts, and was spanned by fifty bridges. It was opened in 1803 to public navigation and was the first canal in the United States used for the transportation of travellers." Nothing remains now, however, of this great canal but a few stretches of swamp to remind us of what it was once.

Thus the reminders of the old days are falling away. Though we may still see a few old homesteads and some relics to recall those days, for the most part, things are changed. We have no trace of such buildings as the old garrison house, the old first church and first school house. The town has grown so that it has set off from itself the City of Lowell. New and strange names have appeared among its population along with the introduction of new and large industries. The old has slowly been blending itself into a new life. The environment has changed, but with all that is new, this should be remembered, that we cannot afford to neglect the memory of the men who made the early history of the town.

The early settlers of Chelmsford had as their main interest, religion, blended with a strong love of peace and order. They valued religion above riches, and so did they value the favor of God above life itself. They exhibited a pattern of justice and religious devotion worthy the imitation of the present and future generations.

CHELMSFORD.

LOWELL HIGH SCHOOL HISTORICAL ESSAY. BY MISS IDA F. CUMINGS, OF THE CLASS OF 1911.

About the year 1652, there lived at the junction of the Concord and Merrimack Rivers, a tribe of Red Men known as the Pawtuckets or the Wamesits, and in their midst dwelt a man who was different from the others. His face was pale, his manner gentle, and his speech fascinating. The Indians gathered about him eagerly, to hear his message of the Great Spirit and his marvellous Son whom the White Men worshipped. Some believed the pale-faced teacher implicitly; others hesitated and weighed his every statement and still clung to their old doctrines. In the latter group was Wannalancit, the chief. He loved Eliot, the teacher, as he loved few others, but for a long time he could not accept his religion. At last, however, the chief's heart was won, and after this, Eliot's success was assured.

One day, while these things were going on, there came to the Red Men's teacher, a group of people like him in appearance. He talked with them for a long time, in that queer unintelligible language which the White Men spoke. After they had gone, he called together the Wamesits, and told them that these men, about thirty in number, were to be their neighbors, and that henceforth, the Indians would be permitted to make their homes only on the Wamesit Plantation. They would, however, be permitted to fish in the Merrimack and its tributary streams. The Indians uttered no word of dissent and, with a resigned grunt, they retired to their reservation. Thus the history of the Red Men in Chelmsford was practically ended. On only a few occasions, were the English conscious of their presence, and gradually their numbers dwindled, until, at last, they existed only in the tales of the Oldest Inhabitant.

In 1652, the English settled the tract of land which the General Court had given them. It was a parallelogram about six miles square, one corner of which touched the Concord River at its mouth, and there, the boundary met those of Billerica and Wamesit. On the shore of the Merrimack, the township extended from the Concord to a few miles above the mouth of "Stony Brook."

The men to whom the grant was made, were from Woburn and Concord. Gladly had the Court given them the bit of wilderness, and in so doing, it made only one condition,—that at least twenty families should settle the town. Captain Willard, the ancestor of two presidents of Harvard College, was the one to arouse the people to establish a town. He pictured in glowing colors to the men of Concord and Woburn; the fertility of the soil, the wealth of forest and fisheries, and the possibilities of the latent water-power. Finally, the twenty families were gathered, and with many misgivings, they took up their abode in the town which they called "Chelmsford."

The words of their leader were true. The land abounded in timber, but it must be hewn and shaped into boards for houses, but the hearts of the stern Puritans were stout, and they performed their tasks cheerfully. At the end of a few weeks, a few comfortable, but somewhat rude houses, were scattered about the wilderness which bordered the Merrimack.

Foremost in all the labors and hardships of the people, was their pastor, the Reverend Mr. Fiske, a man of rare Christian qualities. The people loved him as only a truly great man is ever loved by an entire community, but they could not express their appreciation in a large salary. All they could offer him in the way of material benefits, was an indefinite amount of land, a house of three rooms, fifty pounds for the first year, and "maintenance for the future as the Lord should enable them." Like the One whom he served, Mr. Fiske "came to minister, not to be ministered unto."

In the minds of the townsmen, the Bible was the cornerstone of every branch of public and private life. Therefore, it was the sacred duty of parents to teach their children at least enough to read it. Accordingly, one of the first public buildings erected, was a schoolhouse, and the first schoolmaster was Samuel Fletcher, a man who filled responsible town offices other than that of his vocation.

While people were attending to these religious and educational details, they were not neglecting town affairs. More and more settlers were coming to the little village, and by 1654, there were enough men to warrant the calling of a town meeting at the house of William Fletcher. The second meeting was held the following year at which measures were adopted for a more methodical regulation of public affairs.

The first Monday in March, was chosen for town meeting day, and by the time the third meeting was held, a meeting house had been built. The condition of the grant had been fulfilled, and the inhabitants asked for incorporation which was granted them in May, 1655.

While town life was progressing thus peacefully, a sudden eruption in the country broke the tranquil routine. The outbreak was King Philip's War. Chelmsford had had little to fear from the Indians heretofore, for Wannalancit and his men were friendly, but at the news of this war, the people were afraid that their neighbors would join the hostile tribes in their raids. However, the Wamesits remained faithful, and did much to protect the English from the onslaughts which other towns suffered.

For many years after this outburst, life went calmly on. Continued prosperity blessed the town, which grew in lands and inhabitants. Agriculture was carried on, and industries of every kind were encouraged. The people were exclusive, and a stranger was not received cordially unless he brought tools for a new trade with him—then his welcome was assured. In spite of its in-

hospitable character, so rapid was the town's growth in sawmills, gristmills, and new homes, that in 1656 another tract of land was awarded Chelmsford. Roads were built to the neighboring towns, and one, known as the "Bay Road," extended even to Boston.

The next stern awakening which the town received was the French and Indian War, and Chelmsford was drawn upon heavily for men. At the close of the war, seventeen Acadian exiles found their way to the town, and were treated kindly by the inhabitants. Perhaps Evangeline searched even here for the long lost Gabriel.

For a score of years the town settled down to peaceful development. But uninterrupted prosperity was not to be granted the village. A general agitation had seized the country, and Chelmsford felt the stir. The Revolution was beginning, and the "spirit of '76" was abroad in the land. Chelmsford took an active part in all the preliminaries of the war, but wisely recommended moderation in all things. One representative to the General Court at the time of the Repeal of the Stamp Act, was admonished "not to trample on Majesty, while he was firmly and decently pleading the liberties of the Subject." After the closing of the port of Boston, Chelmsford sent a flock of sheep to the distressed town. In 1774, a company of fifty Minute Men was formed, who, on the renowned 19th of April, 1775, assembled where the hay scales in Chelmsford Centre now stand, and under the command of Captain Ford, marched to Concord. There, they fought at "Merriam's Corner" and at the "North Bridge." Chelmsford men took part in every great battle of the war.

With the Revolution, had come to the little town a broadening of interests, and the people wished to come into closer contact with the world, which to them meant the region about Boston and Salem. Accordingly, a plan was formulated for navigating the Merrimack by means of a canal around Pawtucket Falls. A committee of Newburyport men under the name of "The Proprietors

of Locks and Canals on the Merrimack River" was chosen to oversee the work. In 1796, the canal, one and one-half miles long was completed. This was the beginning of the great system of water works which has gained for Lowell the place which she now holds as a famous manufacturing city. In 1793, a charter was procured incorporating "The Proprietors of the Middlesex Canal." This remarkable water route from Chelmsford to Boston was begun the following year. It was completed and opened for travel ten years later. The stimulating effect which this piece of engineering exerted upon Chelmsford, and what was afterward to be Lowell, was far from slight. Middlesex Village was solely an outgrowth of the canal, and new manufactures sprang up on every part of the waterway.

In 1802, a glass factory was established on the east bank of the canal, which, for many years, did a thriving business. Bog iron ore was smelted in this vicinity, and when the local supply gave out, ore was sent up the canal from Boston. The first lucifer matches made in the United States, were manufactured in South Chelmsford in 1835, by Ezekiel Byam. These matches were ignited by drawing them through a piece of folded sand paper. One hundred of them were sold for twenty-five cents. A few years later, textile works of various kinds were established on the banks of the Merrimack and its canals, and thus the great industries of Lowell were started.

In 1821, a company of men came to Pawtucket Falls to consider how the great power going to waste might be utilized. This group, of whom the principal members were Patrick Jackson, Kirk Boott, Warren Dutton, Paul Moody, and Nathan Appleton, formed the Merrimack Manufacturing Company. As a result of their visit a canal was built in 1823, through which passed the waters of the Merrimack and turned the wheels of the first mills of the Merrimack Company. From that time on, East Chelmsford grew rapidly, and in 1826, was incorporated as "Lowell."

In academic development, the town was a trifle more backward than it had been in industrial progress. However, by 1800, the town supported twelve schools taught during the winter months by men, and during the summer, by women. A school, known as the "Classical School," was established in 1825. Its existence was brief, but during its short life several noted men went out from it.

As the crisis of 1861 approached, Chelmsford's attention was again called from local to national affairs. When the call for troops came, William Patch was the first to respond. He joined the Old Sixth, and in the famous Baltimore riot, received severe wounds. Every call for volunteers was answered eagerly, and of the two hundred and fifty-one Chelmsford men who fought for the Union, twenty-five were killed.

The half century which dates from the war to the present day, has seen the daughter city, Lowell, gradually usurp the place which the mother town held. No longer are the great factories situated in Chelmsford. The busy hum of turning wheels is heard only in Lowell, today. A few dilapidated huts in Middlesex Village, mark the location of the glass works. A grass grown ditch, here and there, suggests the Middlesex Canal, while the huge, snorting locomotive only whistles at the little town as it speeds on its way to Lowell and Boston. At first thought these signs seem to us those of decay,—but far from it, they only mark the rapid and continuous progress of the neighboring metropolis.

As we, the inhabitants of Lowell, think of Chelmsford, may it ever be with a feeling of reverence for what our mother town has done for us, and for her glorious history which is so nearly our own. Following the admonition on the soldiers' monument at Chelmsford, with their very lives, "Let the Children guard what the Sires have won."

DESCRIPTION OF GRANTS OF LAND, WHICH IN 1701
WAS INCLUDED IN THE TERRITORY
CALLED DRACUT.

BY SILAS R. COBURN. READ OCTOBER 11, 1911.

In the year 1892 it was my privilege to listen to the reading of a paper by Mr. George A. Gordon, entitled "Early Grants in the Wilderness north of the Merrimack." It was written, and a chart drawn by him from records found in the State archives, as he had no personal acquaintance with the localities which he so ably described. This most excellent production may be found in the fifth volume of the "Contributions" of the Old Residents Historical Association of Lowell, and when invited to prepare a paper on this subject before this society, wishing to avoid repetition, I reproduced the same from personal investigation of the several lines and bounds mentioned by Mr. Gordon in his article written from the standpoint of the surveyor.

These grants were with one exception unknown to any living resident of the town, but a study of old farm lines and permanent bounds such as rocks and brooks, enabled me to prove the accuracy of the chart prepared by Mr. Gordon and published at the beginning of his above article. Considering the vagueness of description and the lack of personal knowledge, it is remarkable that only three errors are to be found in his plan. One error is found in the Russell grant, which is the first grant of which a description is given. The east line at the point where it reaches the Billerica grant of 1667, should be a short distance to the east, its present position on the plan being the north end of the line which divided the grant, the eastern half being known as Belcher's and the western half as Alcock's.

In the early days when the territory lying north and east of the Merrimack river was an unexplored wilderness, it was the custom, when the Colony of Massachusetts Bay became indebted to her servants who held public office, to give them large tracts of land regardless of the rights of the Indians. These grants were surveyed and placed on record, and in some cases a plan was made and deposited at the same place. These records giving the boundaries were very vague, and located the corners at a stake and stones, or a marked tree, of which all traces disappeared before the memory of the present generation. Whenever a brook or large rock was mentioned the line may be found nearly correct. The grants may be divided into three different parts. Those granted to towns, to individuals, and to companies of men; to these may be added a tract set apart for the Indians, which they afterward sold to individuals.

Brief mention will be made of the earliest grant, that to Sir Richard Saltonstall, dated 12 March, 1637-8. This was for 1000 acres, but was not located at any particular place. On May 23, 1650, his son Robert presented a petition for this grant, and 3000 acres was given to him, provided he "present the place where he would have it before the 20th of October next." As no transaction is on record relating to the location of this grant, we must conclude that for some reason he decided to refrain from locating it. Instead of taking their grants according to the time in which they were located, we will examine those first with which we are most familiar and endeavor to show them in such a manner that they may be easily located.

THE RUSSELL GRANT

Richard Russell's home was in Charlestown where he was very prominent in town affairs and a member of the General Court. As treasurer of the Colony he probably advanced money from his private purse and when his account was presented this tract of land was given him in payment of his bill.

The return is dated 12 November, 1659, and consisted of 1600 acres, and although the wording of the records is vague, the lines have been found. This 1600 acre tract is a part of that grant which was to have been the property of Robert Saltonstall which, while he did not comply with the conditions, the government believed there was a possibility of his making trouble, and required of Russell a bond to secure them against any further claim of the Saltonstalls.

This tract in 1687 was equally divided, the western half was sold to John Alcock, whose heirs in 1709 sold to Ephraim Hildreth of Chelmsford, and a part of that tract lying north of Aiken street and Lilley avenue and between the river and Hildreth street, is, after more than two centuries, in the possession of the descendants of Ephraim. From the description of this division we are able to locate the eastern line of the Russell grant. This line was two miles and two hundred and forty rods in length. It commenced on the bank of the Merrimack river nearly opposite what is now St. John's Hospital, crossed the Lawrence electric car track, and the lower reservoir, following Humphrey street, crossing near the Dracut town farm, to Dracut Centre. It crossed Arlington street a few rods east of Dracut Centre meeting-house, and continued north to Marsh Hill. The end of the line is unmarked, but it has been found by measuring the distance. Knowing from records the width of the grant from the river, and applying it to the map of Lowell drawn to a scale, the line was located, while for the whole length of the east line the old farms had this line for their boundary. When the east line was found, it was an easy matter to find the north and northwest lines, while the west and south lines were Beaver brook and the Merrimack river. The eastern half was sold to Andrew Belcher, a merchant of Boston. It will be readily seen that this grant to Russell included all of Centralville up as far as the lower reservoir, the Navy Yard village, and Dracut Centre as far as the meeting-house. It was the boundary lines of

the Thissell and Merrill farms on Christian Hill, now Centralville Heights, the Dracut town farm, the Jones and Worcester farms, and on Marsh Hill, the Fox farm. Its north line was the southern boundary of the Piper farm, now the Arthur Colburn farm. All land on the south of the line was old properties, Richardson's, Abbott's, Goodhue's, and so forth, and it reached to Beaver brook near the ruins of the paper mill which was recently destroyed by fire. There are house lots on this tract, any one of which is of greater value than the 1600 acres at the time of the grant, as much of this territory became in later years Centralville. This grant was bounded on the north and northwest by the grant to the town of Billerica which will be the next in order.

THE BILLERICA GRANT

The east line of the grant of 1667 was a continuation of Mr. Russell's east line and was one hundred and ninety-six rods in length. The north and northwest lines were parallel to Russell's lines, and nearly all of the boundary lines have been found. It contained five hundred acres. It included all that tract lying north of the rifle-range and a part of New Boston village. It did not reach the present State line, but for a long distance the wall on the northern line may be found. It crossed the New Boston road south of John W. Peabody's house, crossing Lakeview avenue near Jesse Coburn's and the gravel bank of the Bay State Electric Company and continued to Beaver brook.

The grant of 1661 to the Town of Billerica was larger, containing eight hundred acres and was an irregular shaped tract, its northwest corner touching the south end of Long Pond; the line ran west to Tray Table Rock. This rock was an old landmark, and may be seen near the car tracks a few rods above Lakeview Park where the lake is seen near the highway. A platform has been erected on the top. This grant included Lakeview Park and the farm land lying west of the Indian Reservation. These grants

were made in answer to a petition from the inhabitants of the Town of Billerica setting forth their need of assistance, and the money obtained from the sale of the land assisted them in paying for the building of bridges, and the erection of school-houses and church buildings.

THE CONANT GRANT

Roger Conant was Governor (or President) of the Fishing Company at Nantasket and Cape Ann, out of which grew the Massachusetts Company and Bay Colony. His services to the State were valuable, and he was given a tract of two hundred acres which lies south of the State line. This became later the property of Deacon Edward Coburn, and is referred to in later deeds by Edward Coburn as "My Connett Farm." This was a rectangular piece, the south line crossing New Boston village. The distances and angles were known, but the difficulty consisted in finding a starting point. It occurred to me to consult the oldest man in the village, a great-great-grandson of Deacon Edward, of the third generation. He told me that he could show me the southeast corner, and taking his staff in his hand he led me to a point which he said was the place. From this, with a pocket compass and measuring line, was found the south and west lines, the latter dividing the old farms on the Mammoth Road from the New Boston farms and reaching to Beaver brook, which at this point runs from northeast to southwest. As the north and east lines were parallel, they were soon found.

In the plan prepared by Mr. Gordon, the east and west lines, which are parallel, are drawn about half of the length; this being the case, the Conant grant extends further to the south, thus giving it a rectangular shape, and, as the plan is drawn to a scale, the two hundred acres is more correctly shown. As the grant to Edward Tyng was laid out adjoining the Conant grant it will be considered next.

THE TYNG GRANT

Edward Tyng was born in Boston, but later lived in Dunstable, in that part named Tyngsborough in his honor. During King Philip's war he built and defended a blockhouse or garrison, and for his services he was given two hundred and fifty acres north of the Billerica grant, and it lies on both sides of the present State line. The long wall of the east line is still to be seen and forms the west boundary of the farm of Edward Coburn, Jr., one of the early settlers in that part of the town. There are no houses on this tract, but it includes that point where for many years stood the famous Mitchell's Boundary Pine.

In 1741, the King ordered Commissioners to find the spot, which should be three miles north of the lowest or most southerly point in the Merrimack river. This proved to be at a large pine tree on this tract near Coburn's old meadows. From this point Richard Hazen surveyed a straight line west to the Connecticut river, and George Mitchell surveyed east to the ocean. This tree stood until about 1825, when showing signs of decay it was removed by Hon. Benjamin Varnum, of Dracut, who erected a rough stone post. Nearly thirty years ago, at the time of a new survey, this post was removed and a neat stone placed to mark the spot. A description of the stone may be of interest. It stands about four feet above the ground, is eighteen inches square, and is polished and lettered on each of the four sides.

DESCRIPTION OF BOUNDARY STONE

NORTH SIDE	EAST SIDE
P.	A pine tree carved, which occupies a space about one-third of the height of the monument.
N. H.	1741
1890	Mitchell's
John J. Bell	Boundary Pine
Nath'l H. Clark	Latitude 42°-41' 50.26"
C. H. Roberts	Longitude 71°-19' 22.02"
Commissioners.	
E. T. Quimby	
Surveyor.	

SOUTH SIDE	WEST SIDE
D	The Royal
MASS.	Decree
1890	Establishing
Henry Carter	the Northern
Geo. Whitney	Boundary of
Edw. B. Savage	Massachusetts
Commissioners.	was dated
Nelson Spofford	Aug. 5, 1790.
Surveyor.	Geo. Mitchell
1825-7	Located the
Samuel Dana	Eastern Section
David Cummings	of the line and
Ivers Jewett	Richard Hazen
Commissioners.	the Western Section
Butler & Varnum	Mar. & April, 1741.
Surveyors.	

THE WEBB GRANT

Tyng's Island was at one time owned by the Indians, but Webb, having paid the fine of a prominent Indian, thus saving him from imprisonment, purchased, with the consent of the General Court, this property. At this time it seems probable that the Indians consented to sell by reason of feelings of gratitude to Webb, but later, as they perceived their mistake, they petitioned the Court in 1665 to place them in possession of the property. As it was good policy to keep on friendly terms with the Indians, an arrangement was made by which Webb should exchange this property for five hundred acres which should lie north of Tyng's land which according to the order, is "now in the possession of the said Evered," or Webb, which gave him a large territory lying both sides of the State line, northeast of New Boston village. Through this tract runs Coburn's new Meadow brook, afterwards known as Coburn's Saw Mill brook.

After Webb's death by drowning in Boston Harbor, his widow disposed of the remaining land in Dracut to Edward Coburn, and two hundred acres of it belonged to Edward's

descendants to the seventh generation until a few years ago, and now with the exception of possibly one or two small meadows it has all passed out of the Coburn name.

It would be proper to say in this connection, that the meadow land was the most valuable, while the heavily timbered land was comparatively worthless, the reverse of the conditions at the present time. With the exception of a small quantity, comparatively speaking, of wood for the fires, a few sticks of timber for their small buildings, and some fence boards, the remaining trees were of no value. There were no people to buy cord-wood, no factories to consume it in their furnaces, no buildings to be erected, no shipyards to purchase it, and what seems a singular fact is, that the government of England forbade the cutting of the pines as they were reserved for masts for the Royal Navy. This shows the lack of knowledge on the part of the people of Great Britain of the immense size and resources of this country, and accounts for the fact that all timber, from the heaviest post to the smallest brace in buildings, was oak. The uplands could only be used for pasturing and planting, as English hay was unknown and all the hay must be cut on the meadows. The Coburns and Varnums, for security and proximity to neighbors, settled on the Merrimack river, but soon had roads cut through the forest, fording Beaver brook to the meadows lying north of New Boston village. One of these found on the present maps of Lowell is still in existence and known as the Old Meadow Road, and is the highway leading to Coburn's Old Meadows, while those on the tributary stream already referred to as New Meadow brook, are Coburn's New Meadows and lie north of the Marsh Hill District. In their primitive state they were probably not swamps but meadows kept clear of bushes by the overflow of water caused by the beaver dams, but as these creatures disappeared before the march of civilization, the alders encroached on the land and produced the swamps. All this land for two miles to the east of Beaver brook

was meadow land and valuable, while the high land of Marsh Hill on the south and the hilly land in Pelham on the north of these meadows, now some of the best land in the two towns, remained common land until 1721, when it was parceled out by the town to the residents, and known as the Reserved lands.

THE DUMMER GRANT

Richard Dummer was from Hampshire, and like many others mentioned was a prominent man in public affairs, holding among other offices that of Deputy to the General Court in 1640, '45, and '47. The records show that he had advanced seventy pounds "given to the Countreys use" and petitions the Court for a grant of land in payment. In answer to this petition he is given a tract of eight hundred acres adjoining the Military Grant and lying between Mascuppick lake and Merrimack river. As this with the Mason and Scarlet grant lies in Tyngsborough, no study of their location has been made.

In the grant of 1693, a description of which follows in order, the plan drawn by Mr. Gordon is in error, as it shows a large part of this grant as being owned by Webb, but investigation has proved that the eastern part of the tract was included in the grant of 1693, which is the only name given to this grant, which included Collinsville and a part of New Boston village.

THE GRANT OF 1693.

There is no evidence that any of the grantees, whose property has been described, ever intended to become settlers here. Their object was to convert their property into money or exchange it for more desirable locations. They had no desire to fight Indians, clear away forests, and be isolated in this land beyond the borders of civilization. Consequently we do not find among the early settlers, whose descendants continued what the fathers began, any Conants, Webbs, Russells, Batters, Scarlets, Dummers,

or Higginsons. The few families of Conants or Russells whose names appear later, are not descendants of these grantees. Webb however had a house and garden and lived here about two years, but we think of him only as a man who remained on the land fearing to live elsewhere lest he might lose a prospective purchaser. But when Samuel Varnum and Edward Coburn came they came as settlers, they looked forward to this as a future home and as a home for their descendants. They or their immediate descendants came into possession of the Indian Reservation, the Military Grant, the Billerica Grant west of Beaver brook, the Conant, Tyng, Smyth and Webb Grants, and obtained title to lands near Methuen, or as it was then, Haverhill line, a part of which remains in the possession of their descendants at the present time.

As will be seen, there was a large tract of land between Long Pond on the west and the Billerica, Conant and Tyng grants on the east, of which no disposition had as yet been made. In all probability the Varnums and Coburns realized the value of the ownership of this land and considered themselves with others, entitled to it. No doubt they were, but in their petition they very shrewdly kept in the background its valuable properties. Let us not condemn them, doubtless we should do the same if opportunity presented itself. A presentation of the petition will give a better explanation of the case than can be done otherwise.

"To his Excellency Sr William Phips Knt Capn
Generall and Governor in Cheife of their Majties
Province of the Massachusetts Bay in New England
with the Honrd Councille & representatives of the Same
now assembled in Genril Court held att Boston November
14 1693. The Petition of the Inhabitants of the Lands
lyeing on the north side of the Merrimack River to the
County of Norfolk (erased and written Essex) Humbly
Sheweth.

That ye petitioners have been att great cost and
paines in settling themselves upon their present Improve-
ments wch att their own proper charge they purchased
without haveing one foot there of given them, besides

have greatly Suffered in their persons and Estates by the heathen in the Last and this present warr, by fires, killing and wounding of Sundry of their neighbors and otherwise whereby they have beene Greatly Improverished. And there being a tract or parcell of barren Wast or Woodland unimproved and not as yett Taken up by any, lyeing between the Lands and meadows of yr petitionrs containeing about two hundred Acres extending the whole Length of their Lands as more particularly appeares by the Draught thereof annexed thereto. And ye Petitionrs having noe outlett or commons to their Lands for firewood or pasturing for their Cattle Finds it to be an Incredible Inconvenience to their Improvements."

Following some legal terms are the names of the petitioners:

Thomas Varnum	Daniel Rolfe
Edward Coburne	Thomas Richardson
John Cobourne Senr.	Thomas Vernon*
Thomas Cobourne Senr.	John Vernon
Daniel Cobourne	Joseph Vernon
Ezra Cobourne	John Cobourne Jr.
Joseph Cobourn	Thomas Cobourne Jr.

An analysis of these names shows that it was an affair of the families of Varnum and Coburn. Thomas Varnum was the oldest surviving son of Samuel who died about 1698, the two elder sons being killed by the Indians while crossing the river in a boat. He married, 1697, Joanna Jewett, and Thomas, of the sixth generation from George the immigrant, now occupies a part of the farm of his ancestor Thomas, who signed this petition. Edward Coburn was the one who purchased Webb's property. His son John, Sr., settled in Dracut, but his descendants by the Coburn name are scattered over the land. Thomas was the fourth son of Edward and the progenitor of a large number of families. Daniel was the fifth son, and his descendants and those of his brother Ezra, the next signer, now include the greater part of the Coburns of Lowell and neighboring towns. Joseph was Edward's youngest

*The names "Vernon" were afterward erased and written Varnum.

son. Daniel Rolfe is called a kinsman. We have reason to believe that the wife of Edward was a Rolfe, certainly his son Thomas married a Rolfe, and Edward calls him kinsman. Thomas Richardson married Edward's daughter, Hannah, while the second Thomas Varnum would be Thomas, Jr., and John and Joseph the younger sons of Samuel. John Coburn, Sr., and Thomas, Jr., would be in the third generations the oldest sons of John, Sr., and Thomas, Sr. The petition was favorably received and granted in November, 1693.

GRANTS IN THE NORTH OF DRACUT, NOW PELHAM

We must remember that until 1741 Dracut extended north to the Londonderry, now Windham, line, and we find on Golding's brook, which is a tributary stream of Beaver brook, gifts of land to Mr. Negus, clerk of writs in Boston, and to Mr. Caldicot, of Dorchester. Negus sold to Peter Golding, who gave the name to Golding brook. These tracts lie to the north of the electric line between Pelham Center and New Salem line. The Higginson Grant lay on the river on both sides of the line dividing Dracut and Haverhill. This was unsatisfactory, and the lines were re-located placing the whole grant on the Haverhill side of the line.

THE WINTHROP GRANT

This was originally granted to Samuel Symonds, who served in many public offices including that of Deputy Governor, from 1673 to 1678. Although he was the father of sixteen children, he left no grandson by the name of Symonds, and the grant passed into the possession of the Winthrops, by which name it is known. This was a river lot, its west line extending over the hill to the east of the high-service reservoir. The name is now in existence and it is not unusual when inquiries are made for cer-

tain farmers in the neighborhood, to be told that they are "down to Winthrop's." It must not be supposed that it means that Deane Winthrop, born in 1620, is still living, however desirable that might be, but that it is a tract of land in this grant still known as Winthrop's. We find in the description of this grant a reference to a brook called by the Indians Pophissgosquockegg, the first part meaning a double-hill, the other, a place to cure salmon. There is a reference to an obsolete word, Spangs, which is a point of high land extending out into a meadow. The following article relates to a tract of five hundred acres which was reserved for the use of the Indians. This included the valuable fishing grounds at Pawtucket falls, sufficient land for cultivation, and on it, by order of the General Court, Lieut. Richardson erected a garrison-house, which was later known as the Varnum Garrison-house, and which remained until recent times, when it was removed to one of the towns in New Hampshire.

THE INDIAN RESERVATION

Five hundred acres was reserved for the Indians, and it lies in the angle formed by Beaver brook and Merrimack river. The west and northwest lines reached to the south end of Long pond. This includes the vicinity of the Merrimack Woolen Mills. The west line on the Merrimack was near the Boulevard entrance. This was afterward purchased by Jonathan Tyng and Thomas Hinchman, who sold to fifty inhabitants of Chelmsford, and later it passed into the possessions of the Varnums.

THE MILITARY GRANT

This was a tract of 1000 acres granted in 1659 to Lieut. Peter Oliver, Capt. James Oliver and Ensign John Evered. The last-named for some reason chose to be known as John Webb, and as he purchased the shares of the Olivers it is better known as the

Webb grant. The reason for this grant to these men is not known, but as they were members of the Boston Ancient and Honorable Artillery, we are led to believe that it was on account of their military services. This line on the river started at the west end of the Indian Reservation, near the Woodbine Cemetery, and extended three miles up the river to Wickosuck Island, now known as Tyng's Island. The northeast line was a long line on the Indian reservation, while the northwest line reached to Dummer's grant. On this property, the house known as the Durkee house is located. This house is supposed to have been built by Webb, and in King Philip's war, in 1675, it was owned by Edward Colburn, who defended it in an Indian raid. In 1664 the Indian Court was held here, over which Daniel Gookin the agent and historian presided.

THE RESERVED LANDS

It will be seen that a large tract of land lying in the present limits of the town and the southerly part of Pelham, at that time Dracut, was not included in the grants. There were settlers on these lands, not legal owners, but squatters, who had no claim excepting the precarious one of possession. They had cleared the land, perhaps erected houses, and wanted to have some fee in the soil so they could give deeds if they sold to others. We learn from a book now in the Dracut town office, called "The Proprietors' Record," that a Board of Commission was established, the members being George Brown of Billerica, Capt. Joseph Varnum, Ezekiel Cheever, Nathaniel Fox and James Fales. Their duty was to divide the land and establish titles to the same. They commenced their duties in 1710 and finished in 1721, which is the date affixed to their report. A brief description of a part of them must suffice. Coburn's New Meadows was a tract of land bounded south and east by the high land of Marsh Hill, and north by that part of land now in Pelham known by the euphonious name of

Hog Corner, while the west line was not far from the Capt. Gilbert Coburn sawmill pond. The south line of lots all bounded north on Coburn's New Meadows and south on a road laid out to Cedar Pond Meadows, which is an abandoned road north of the Dracut reservoir on Marsh Hill. The first lot was laid out to Onesiphorous Marsh and Nathaniel Fox. This has never been owned by any one excepting a Fox, a direct descendant of Nathaniel. The seventh generation now has it in possession. The second lot was John Barrow's, who had lots in the north range of reserved lands. The third lot was laid out to Benjamin Wood whose grandsons are the well known jewellers of this city. Other lots were given to William Coburn, a grandson of Edward the first settler, N. Cheever, ancestor of the Dracut Cheevers, Onesiphorous Marsh, from whom Marsh Hill was named, Ebenezer Thornton, whose name is perpetuated in Thornton woods, and Anthony, a colored man, who having no other name is called Anthony Negro, who gave his name to Tony's brook in Pelham. There were others whose names we know but whose descendants are unknown to us. There were four ranges of lots laid out running east and west, one in the south of Pelham bordering south on the meadows north of Marsh Hill; a second on Marsh Hill between these meadows and the old unused road above mentioned; the third having this road for its north line and reaching south to Dracut Centre; and the fourth on the river reaching from Beacon street to the Methuen line. This record of the early days is of interest as, knowing the localities, the growth and progress of the town is revealed, and the present and future generations are indebted to those sturdy and fearless ancestors who prepared the foundation of the structure which, although shorn of many of its broad acres, we are still proud to own as our good old town of Dracut.

LIST OF PAPERS

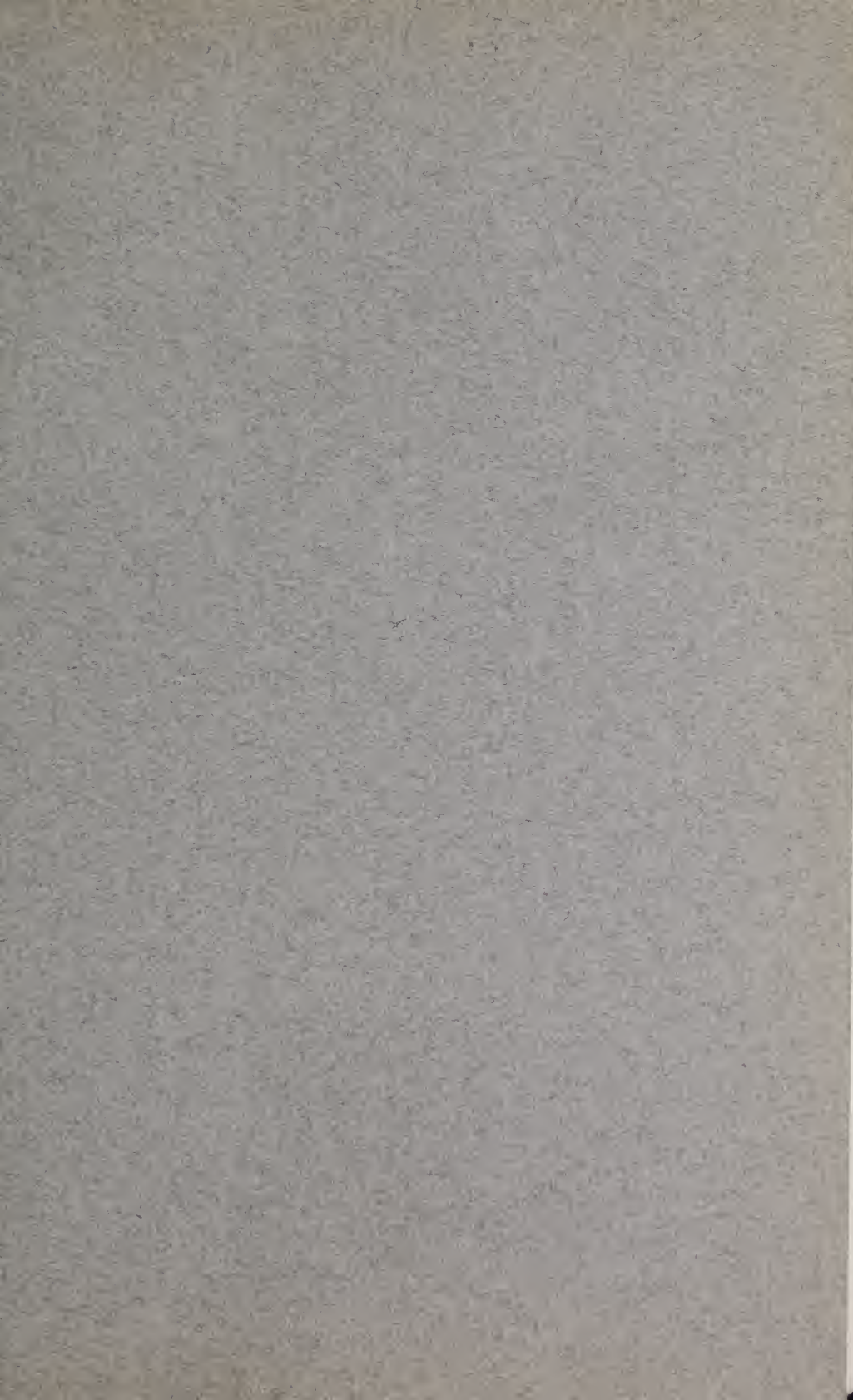
READ BEFORE THE SOCIETY IN 1911.

"The Acadian Exiles." Mrs. Sara Swan Griffin. Read February 11, 1911.

"Reminiscences of the Lowell High School." Miss Mary A. Webster. Read May 11, 1911.

"Description of Grants of Land, which in 1701 was included in the territory called Dracut." Silas R. Coburn. Read October 11, 1911.

"Music of the Colonial and Revolutionary Periods of New England." Miss Alice Warren Pope. Read December 12, 1911.





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Vol. II No. 2

PUBLISHED BY THE SOCIETY, JANUARY 1925

"'Tis greatly wise to talk with our past hours"—Young

COMMITTEE ON PUBLICATION

JOHN A. BAILEY

ALFRED P. SAWYER

WILLIAM B. GOODWIN

WILSON WATERS

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ANNUAL REPORT OF THE EXECUTIVE COMMITTEE FOR 1911—1912.

PREPARED AND READ BY SOLON W. STEVENS, PRESIDENT,
FEBRUARY 14, 1912.

In accordance with Section three of Article twelve of the By-Laws of our society it becomes the duty of the Executive Committee at every annual meeting "to present a detailed report of the affairs and conditions of the society since the last annual meeting." Custom has prescribed the preparation of such a report to the care of the President.

The past year has brought to our experience no events of particularly thrilling interest, no periodic celebrations of a general historic character, and no special matters requiring extraordinary aid from newspaper headlines.

While it has been a year marked by the deaths of distinguished authors, artists and inventors of world-wide influence, and by momentous questions relative to national welfare, it should be remembered that the work of the corporation known as the Lowell Historical Society is confined to comparatively narrow limits to be performed not so much in the limelight of publicity and by the use of extraneous means, as in the student's enclosure and by careful, patient investigation, to the end that we may add something to the data which shall make the history of Lowell and that of its surrounding towns subjects of interest and pride, "far on in summers we shall not see."

We have had four very pleasant meetings during the year now reaching its close.

On February 8, 1911 at the annual meeting Dr. Samuel A. Greene of Boston, President of the Massachusetts Historical Society, was elected an Honorary member of our Society. In

response to the action taken relative to Dr. Greene a very cordial and friendly letter was received from him in due course of time acknowledging appreciation of the kindness with expressions of good wishes for our prosperity.

At this meeting we were favored with an interesting paper from Mrs. Sara Swan Griffin on "The Acadian Exiles who came to the Territory now known as Lowell," which was listened to deservedly with close attention.

On May 11th an exceedingly interesting paper was read by Miss Mary A. Webster on "Early recollections and reminiscences of the Lowell High School," which awakened in the minds of many, delightful remembrances of innumerable incidents supposed to have been forgotten long ago.

On October 11th an interesting and instructive paper with diagrams was given us by Mr. Silas R. Coburn of Dracut on "Some Early Grants within the limits of the Town of Dracut." Mr. Coburn had made a thorough study of his subject and his paper gave convincing proofs of his theory on certain disputed points relative to said boundary lines.

On Dec. 12th a paper entitled "Music of the Colonial and Revolutionary period in New England," written by Miss Alice Warren Pope, of Newton Highlands, was charmingly read by Mrs. Margaret Crandall Miller and illustrated by an excellent quartette from Boston, under the direction of Mr. Clarence E. Hay, and with piano accompaniment. Cards of admission were gratuitously furnished by the Recording Secretary on application. This was a unique entertainment, and gave great satisfaction to a large audience of attentive people. For this reason and because of its peculiar character as manifested by accomplished participants, it is hereby recommended that the entire program be published in our "Contributions" in connection with this report.

Thus it readily becomes apparent that our organization is quietly doing its work along its legitimate lines. For we know that while the future is uncertain, and the present transitory, there is much in the past, both in the realm of fact and of tradition, which should be rescued from oblivion, not merely to gratify curiosity, but for guidance in the development of reverent and thoughtful citizenship in days to come.

It also comes within the province of this report to make brief reference to the death of six of our members who have passed away since our last annual meeting.

CHARLES WHEELER, a well known resident of Lowell, died at his home 457 Westford street on the 8th of March at the age of 71 years and 4 months.

Mr. Wheeler was born in Pelham, N. H. He enlisted in the 13th N. H. Regiment and served a short time in the Civil War, but on account of illness contracted at the front, was discharged before the term of his enlistment had expired. He was a member of the firm of Andrews and Wheeler engaged in Cemetery work, and after the death of Mr. Andrews he continued in the same business alone. His widow and one daughter survive him. He was highly esteemed for his genial, sympathetic qualities by a large circle of friends, since from the nature of his business he was brought in touch with many people whose patronage was given when suffering from loss and bereavement.

HON. GEORGE RUNELS died at his home 319 Thorn-dike street on the 5th day of June at the age of 88 years and 4 months.

Mr. Runels was a lineal descendant from Scotch ancestors who came from Halifax to Bradford, Mass., in 1674. He was born in Warner, N. H., in 1823, and came to Lowell in 1840 and learned the trade of stone cutting. A little later he sailed on a whaling expedition to the South Pacific Ocean. A little more than

a year afterward the barque was wrecked on the coast of the Fiji Islands. After several days' exposure in open boats the crew were picked up by a ship which left them in New Zealand. He afterward sailed to the East Indies, thence to Manila, Canton, Singapore, and Calcutta, and finally returned to Lowell in 1845, when he engaged in active business life until 1878 and then retired. In 1862 he was a member of the City Council, in 1864 and in 1873 he was a member of the Board of Aldermen, and in 1882 he was elected Mayor of this city.

Mr. Runels was one of your old-fashioned, stalwart, honest, conscientious, substantial men of the old school. His word was as "good as his bond." He was not tempted to run after "fads," or wildcat speculations, or corporate combinations wherein the stock was seven-eighths wind, water, and expectations. He was firm in his convictions, yet tolerant of the opinions of others. He was a member of the "Old Residents' Society" and afterward continued his allegiance to the same organization under its new and corporate name.

When he died he left behind the enviable reputation of an able, honest, reliable business man of strict integrity and a blameless life.

MRS. JULIA A. DAVIS, widow of the late Nathaniel Davis, died at her home on Howard street June 13th at the age of 87 years and 10 months. She was elected a member of this organization in December, 1902. She was an estimable lady, helpful and sympathetic as a neighbor, and loved by a large circle of friends for her personal traits of character, and her influence as an earnest Christian woman. She is survived by one daughter, Mrs. Juliette B. Ayer of Boston, and one son, Mr. Natt A. Davis of this city.

REV. DR. A. ST. JOHN CHAMBRÉ, for 27 years the Rector of St. Anne's Episcopal Church, died December 11, 1911. According to the published record he was about 80 years of age at

the time of his decease. He was born in England and in his early years was a choir-boy in his father's church. On the death of his parents he came to America to reside with relatives who were members of the Universalist persuasion of Christian faith, and in due course of time he was ordained a minister in the Universalist Church.

This is not the proper place for an extended notice of the splendid traits of character with which this beloved and distinguished man was endowed.

When the Civil War broke out he left his parish to serve as Chaplain of a New Jersey regiment which formed a part of Gen. Sickles' third corps, in which service he earned and received the love and sincere respect of those who needed spiritual guidance in those anxious and trying days.

In 1881, feeling that he could accomplish greater results for the good of his fellow-men in the Episcopal Church in the faith of which he had been trained in boyhood, he was ordained as an Episcopal clergyman by Bishop Paddock. In 1884 Dr. Chambré left his pastorate in Fall River and came to Lowell as the successor of Rev. Dr. Edson, who died at the age of 90 years after 60 years of continuous service as Rector of St. Anne's Church, and from that time until the day of his decease Dr. Chambré labored lovingly and faithfully as the Rector of Old St. Anne's Parish, winning the universal esteem of this entire community. The value of such a man in a population like ours cannot be overestimated. By his death Lowell has lost a good citizen, a sincere, scholarly preacher, a Christian gentleman, a soldier in every sense of the word, and a noble servant of God.

JOHN FRANCIS KIMBALL died on December 20th at his home in Wilton, N. H., at the age of 87 years and two months. He was born in Lowell in 1824, two years before the incorporation of Lowell as a town. He was at one time one of the most

prominent citizens in this city. He was first employed as a clerk in the Lowell Post Office when that important government office was located on Middle street. From 1851 to 1855 inclusively he was city treasurer, and afterward became cashier of the Appleton National Bank, and later he was chosen President of that institution. In 1893 he removed to Wilton, N. H., where he made his home until the date of his decease. He was genial and friendly by temperament, courteous and kind in his demeanor, and his memory will be cherished by those who knew him as a man of generous sympathies, striving to be friendly with all people whom he met. He was formerly a member of the Old Residents' Society and later he renewed his membership in the same organization under its new and corporate name.

JAMES THEODORE HARAHAN of Chicago, President of the Illinois Central Railroad, met his death January 22, 1912. in a terrible accident on that road.

Mr. Harahan was born in Lowell, Mass., in 1843. He was 69 years of age at the time of his demise. He was but little known in Lowell, and so far as the record shows he was seldom seen here after his boyhood days. He was elected a corresponding member of the Lowell Historical Society, Oct. 14, 1908. He left this city early in life and went South to take up the railroading business which he mastered as the years passed by from the occupation of a brakeman to the highest position which this line of business affords. He was a man of great perseverance and great capacity, as is shown by his attainment to a position of great influence and responsibility. The facts of his birth and his high standing in his special line of work, and his connection with us as a corresponding member afford great satisfaction in making this brief notice of his decease.

The average age of these friends thus alluded to is 79 years. All but one had passed the scriptural limit of probationary time, while three of them had reached beyond the mark of four-score years.

It matters not whether it is below or above the Biblical line, when the summons comes a shock of surprise runs through the heart of a community. Who can penetrate the mysteries which surround our busy lives? What philosophy, what mathematical logic can explain the ways of God to men? For the portentous fact is as evident today as it was in the mythological era, long before the message of Christianity had been spoken to the ear of man, and when the solemn truth found its expression in the Pagan phraseology of the time, while Clotho may constantly spin, and Lachesis may ceaselessly weave the thread of life, the shears of Atropos are ever ready to snap it in twain.

Respectfully submitted,

SOLON W. STEVENS,
President.

THE GRANITES OF MIDDLESEX.

BY HON. HERBERT E. FLETCHER. READ MAY 8, 1912

Middlesex County occupies a prominent place in the history of Massachusetts and of the Republic. Settled by hardy pioneers seeking civil and religious liberty, her citizens have always endorsed any movement which had for its object the advancement of civilization, and the betterment of mankind. They have proved their devotion to principle and country by shedding the first blood in both the Revolutionary and the Civil wars. Here Washington took command of the armies, with which he resisted British oppression, and established the Republic. Here was founded the first college in the country, and here resided many citizens whose memory we honor for their great service in educational and literary lines.

The first settlers were farmers, and they found the hillsides littered with rocks, the plains sandy and dry, the meadows too wet to produce crops, and they consequently were obliged to struggle for a bare existence. Middlesex County has been the home of many of the pioneers in various industries which have brought prosperity and wealth to the country, and honor to the Commonwealth. This success is not the result of great natural resources, but is due to the character of the people, who by their intelligence and industry have overcome obstacles which a less vigorous people would have considered insurmountable. As we look upon the fertile farms of Concord, among the most productive per acre in the country today, we hardly realize the conditions which caused the people of that town to petition the General Court in 1644 for relief from public charges for the reason the people were leaving, "a seventh or an eighth having

done so, because of the poverty and meanness of the place, and the badness and wetness of the meadows." The General Court took favorable action on their petition, and in 1645 passed an order restraining any removal from the town, unless by consent of the selectmen or magistrates. Whether it was the freedom from taxes, or the restraining order of the General Court, which prevented the abandonment of the historic town, we are not advised, but the fact remains that outside of the Merrimack and the Charles rivers, with their power, fish and transportation facilities, the early settlers were greatly disappointed in the natural resources of the land to which they had come. The land was not only poor, but the rocks were even poorer, containing little or nothing of mineral value, and were looked upon as a pest and a hardship. We have for our subject, however, a great natural resource, not recognized as such by the early settlers, in the granites of Middlesex, a resource which provides raw material in our midst for an important industry, something which other industries have been obliged to bring from afar. As my study of rocks has been from the commercial and industrial point of view, and has been practical rather than theoretical, I quote the definition of granite of T. Nelson Dale of the United States Geological Survey. "Granite, in a general sense, is essentially an entirely crystalline igneous rock, consisting mainly of quartz, potash feldspar, and a feldspar containing both soda and lime, also of a small amount of either white or black mica or both, and sometimes of hornblende, more rarely of augite, or both. Where granite has, subsequent to its crystallization, been subjected to pressure sufficient to produce a parallelism in the arrangement of its minerals—that is, a schistosity—it is no longer a true granite, but a gneiss or granite gneiss; a sedimentary rock, however, in becoming crystalline may resemble a granite gneiss and is called a sedimentary gneiss.

Granite is now regarded as the product of the slow cooling and crystallization of molten glasslike matter at a dull-red heat—matter which contained superheated water, and was intruded from below into an overlying mass of rock of sufficient thickness not only to prevent its rapid cooling and its general extrusion at the surface, but also to resist its pressure by its own cohesion and powerfully to compress it by its own gravity. As carbonic acid can be liquefied only under pressure, its presence in liquid form within some of the microscopic cavities in the quartz of granite is alone evidence that the rock was formed under pressure. That the temperature at which granite solidified was comparatively low has been inferred from the fact that it contains minerals which lose their physical properties at temperatures higher than dull-red heat. The relations of the mineral constituents of granite to one another show the order in which they must have crystallized. This order differs from that in which they would crystallize if molten in a dry state, but laboratory experiments have shown that the presence of even a small quantity of water suffices to change that order of crystallization. The presence of superheated water in the formation of granite, inferred from the arrangement of its minerals, and the pressure indicated from a study of the microscopic cavities of its quartz show that the conditions requisite to its formation included not only the pressure of a great overlying mass of rock but also powerful expansive pressure from below. Had this molten matter been extruded at the surface it would have cooled so rapidly that but few of its constituent molecules would have had time to arrange themselves in geometric order. The process of crystallization would have been arrested by the sudden passage of the material into the solid state and the product would have been a volcanic glass somewhat resembling that which forms cliffs in Yellowstone National Park.

In granite, however, the mass has cooled slowly enough to permit the complete crystallization of the originally molten glasslike matter, and no unarranged molecules remain.

The overlying rock-mass which furnished so large a part of the pressure required to form granite has at many places been removed from it by erosive processes that operated through great stretches of time. Indeed, it is only by the removal of this mass that granite is anywhere naturally exposed. Although this mass may have measured thousands of feet in thickness, its former presence is at some places attested only by a thin capping on the granite or by fragments which the lacerating action of the intruding granite incorporated into itself.

Some granite shows locally a certain alignment of its mica plates and feldspars, due to the flow of the mass while it was in a plastic state—a structure which was probably controlled by the pressure and form of the bordering rock. This “flow structure” should not be confounded with the schistosity which is due to later pressure and which also involves mineral changes and is usually regional rather than local in extent.

The great differences in the grade of texture in granites—the mineral particles ranging from an average diameter of one-fiftieth inch (0.50 mm.) and even 0.0069 inch (0.175 mm.) to over half an inch—is attributed to differences in the rate of cooling. The portions at the margin of the mass, which cooled rather quickly, crystallized in very small crystals, while the central portions, which cooled more gradually, became coarsely crystalline.

Feldspar is the most conspicuous and generally the most abundant mineral in granite. By its color or colors it usually determines to a large extent the general color of the rock; and by the light which reflects it causes also its brilliancy. It is easily distinguished from the other constituents by its smooth cleavage surfaces and milky, bluish white, or opalescent, or reddish,

brownish, or greenish color. Granite usually contains two kinds of feldspar, the most abundant of which is generally potash feldspar, a silicate of alumina and potash. This occurs in one of two crystal forms, orthoclase or microcline, or in both, which, however, can be distinguished only by means of the microscope. The other feldspar (plagioclase), containing both soda and lime, although it may be of the same color as the potash feldspar, can often be distinguished from it by the very fine parallel lines on its surface. Usually it differs greatly in color from the first. The potash feldspar may be reddish or brownish; the plagioclase may be white or greenish. Under the microscope the soda-lime feldspar can be readily distinguished from the potash feldspar by its behavior in polarized light, which brings out its crystalline structure and indicates its particular variety and approximate chemical composition. A granite rock that contains the two feldspars in equal proportions is distinguished by a special technical name."

Prof. Dale has recently made a study of granites of Middlesex, and the theories I have quoted and those he has given me verbally, seem to be in accord with those held by men who have spent their lives in work in the quarries. The only story we have of the rocks is written in the rocks themselves.

I hold in my hand what appears to be a book. As you gaze upon it, it looks like an ordinary combination of cloth, paper, and printer's ink, which you might with reason, expect to be able to open and to read. It is a book, but upon closer examination, it is found to be of a more enduring material than paper or parchment, yes, more enduring than even the books of Ninevah or Babylon, burned pottery though they were, and coming down to us with the records of centuries ago still legible. To read this book we need more than the natural eye; common spectacles are not strong enough; we must use a powerful microscope, and all

the appliances and skill of the analytical chemist. We must read it in the strong light of all the scientific knowledge of the age. When so read, we find that we have here a book of history written by the hand of the Supreme Architect of the universe, and we read a part of the record of the building of the wonderful world in which we live, for this book is simply a piece of granite.

Here is another familiar object, one so common as to be despised, and the contempt with which we look upon it, is caused not alone by its familiarity, but I think some of us at least have a very vivid recollection of the pleasures of gathering this variety of fruit on some hot day in summer, when thoughts of some shady pool in a neighboring brook where the fish were sure to bite on such a day, did little to lighten the irksome task, or possibly, this cobble stone may remind us of bleeding fingers or blackened thumb nail, as we helped relay the pasture wall. Despised and contemptible though it is, who can tell what a potent influence this little object has had upon the history of Middlesex County, of which we are so proud. How much more romantic to shoot Indians, or defend the home, than to pick cobble stones or build stone walls; how much more attractive a course at academy or college and a prospect of a professional career, than the constant yanking and wrenching of the arms as one follows the plow through the stony soil; how pleasant the country store, and a chance to measure ribbon for the charming maidens of the town, as compared with trying to mow grass with a scythe, continually coming in contact with pesky boulders. Whatever influence the cobble stone may have had in driving the boy from the farm, it was a nuisance to the early settler far overreaching any incidental benefits it was to him. I have not, however, brought this cobble stone here for the purpose of romantic theorizing, but because it is a volume of history we are trying to read.

This is a typical cobble or boulder, somewhat irregular in shape, covered with moss or lichen, and this one in particular I picked from a stone wall in Westford that I helped my father rebuild over thirty years ago, and I have no doubt he performed a similar service for his father when he was a boy. It does not look much like a book, yet I feel sure it has recorded here its message just the same. Let us open it and see if, beneath its mossy binding, we can find the message. On opening this boulder, you see it is a grey or whitish color, crystalline in appearance, with shiny particles of mica scattered through it, and having, in spite of its homely outward appearance, some beauty of its own when we see its heart. If we take this book to an analytical chemist, he will read the book, and tell us that the record states that this is a crystalline rock, commonly called granite. As to the scientific name, authorities differ. Prof. Hitchcock, Mass. Geologist, calls it a true granite. Prof. Dale, U. S. Geologist, calls it a Muscovite Biotite Granite Gneiss. We shall not quarrel over a name, for there is so much on which we can agree.

Let us pause with this and turn to the next cobble volume, picked up from the same stone wall. This we find similar, and yet differing somewhat in texture and appearance, yet the message is the same.

Turning to the next cobble volume, we read a different story. This was picked up a half mile from the other two. We do not need to open this one to read the story. This is a sedimentary rock, with the strata plainly to be seen, and the record we read is entirely different. The first two have never travelled far from the place where they were found. This has been a great traveller, and has come a long distance. The first two have had a comparatively peaceful existence. Crushed and pushed about by the glaciers, they have had some of their corners and angles rounded off, and have been smoothed up a little, but have not had

much water to contend with. This one, since last turning to stone, has been buffeted and rolled about by the rushing torrent of some huge river until it is but a little remnant of a huge boulder, worn smoothly to a symmetrical form, the softer strata wearing faster than the hard.

The first two correspond in every way with the solid ledge within a short distance of where they were found. The ledge from which this other one came, has probably disappeared. These are specimens of granite broken from other boulders found near at hand. This pink one has been brought a great distance, as evidenced by its smooth and almost polished and rounded exterior. There is no ledge of this quality known to be any nearer than the White Mountains of N. H. From these boulders we turn to a solid rock itself, and we find a great variety, slate, schist, limestone, trap rock, and granite of various colors and textures, full of seams running in all directions, bearing evidence of the great geological movements of the crust of the earth, which have produced the present topography. From a study of these rocks we learn that the granite underlies all of them, and is found exposed in many of the towns of Middlesex County. The physical characteristics of granite, which make it of value as a structural material, are its hardness, strength, durability, beauty, and its lines of cleavage, which make it possible to work it into blocks of any required size and shape.

The lines of cleavage are of great economical importance, as well as of scientific interest. They are commonly called the rift and the grain. The rift in the granite quarries in this vicinity is generally horizontal, and the grain vertical. They are usually approximately at right angles to each other. The rift usually follows the contour of the land, and while not usually visible to the eye, is much stronger than the grain, which, in the granites in this section, is visible, because it is in conformity with the

flakes of mica, which are vertical and run in a N. E. and S. W. direction, varying in some localities to an E. and W. direction.

Next in economical importance to the rift and grain, are the sheeting and jointing. In all the ledges I have examined in this district, sheeting occurs. The granite was originally one solid mass, but now it is in layers, one sheet on another, with seams between the layers, more or less regular and continuous. These sheets usually follow the contour of the land where the quarry is located, and as quarries are usually located on hills, the sheets are found to be level on the top of the hill, and to slope down the sides. These horizontal seams are believed to be the result of pressure in the rock, which has caused the rock to separate. The pressure may be caused by changes in temperature, shrinkage of the earth as it cooled, and other strains. This pressure in granite ledges is enormous. In some instances it is so great that when a piece of the rock is freed from the mass, it expands one inch to one hundred feet, showing that in its natural bed, with no chance to expand horizontally, it is in a state of compression. The sheets are of varying thickness, running from a few inches to many feet, thinner at the top and increasing in thickness with depth. It is estimated that sheeting extends to a depth of about 200 feet.

The jointing, while not so important as the sheeting, is often of great assistance to the quarrymen, particularly heading seams, which hold true for some considerable distance. The smaller seams, commonly called, "slicks", "drys", and "shakes", and the "dikes", "aplite", and "pegmatite", while of great interest to the geologist, are the cause of much waste of material and expense to the quarryman.

It is believed that joints are due to lateral compression, expansion, torsional and tensional strain and vibration. The dikes are fissures filled with the same molten mass from below, from which the granite had its origin.

There is a ledge in Westford of very fine grained granite, suitable for statuary, that is so cut up with dikes, pegmatite and aplite, that it is of no value whatever.

The value of stone produced in the U. S. in 1910 was \$76,520,584.00 as compared with \$71,345,199.00 in 1909, an increase of more than 7 per cent. The value of granite represented nearly 27 per cent of the total value of stone in 1910. The increase in value was from \$19,581,597.00 in 1909, to \$20,541,967.00 in 1910, or \$960,370.00. When compared with the value in 1900, the increase was from \$10,969,417.00 to \$20,541,967.00 in 1910. The value of granite imported in 1910 was \$176,912.00.

Massachusetts in 1910 was the third state in the production, having yielded first place to Vermont and Maine, but if trap rock is included, Massachusetts holds second place in N. E. Value of granite produced in Massachusetts in 1910 dressed for building, \$542,441.00; dressed for monuments, \$298,235.00; made into paving blocks, \$308,203.00. I am unable to state the value of the production of Middlesex County, but the estimated quantity is 75,000 to 100,000 tons.

Granite is found quite generally in Middlesex County, which may be divided for convenience into five districts, in each of which there are characteristics peculiar to the stone, which would indicate different age, or physical condition at the time of formation. The districts are the Medford, Acton, Chelmsford, Dracut and Townsend. The deposits in the Medford district are small, occurring in Medford, Stoneham and Reading, and clearly belong to a different age from those of Northern Middlesex. They are not now of importance commercially, although the Medford quarries were among the first to be worked.

The Acton district is more important. The deposits are in large masses, and the quality of the granite is excellent. This district includes Wilmington, Billerica, Carlisle, the southerly part

of Westford, and Acton. There has never been any large production, but some of the finest monuments in our local cemeteries are the product of the quarries of Acton, and the district has great possibilities.

The Chelmsford district is the one where the most development has taken place, and includes Westford, Tyngsborough, Dunstable, and Groton. The granite of this district undoubtedly is connected with that of Acton district, under the range of hills extending from Lowell through Chelmsford and Westford to Littleton. I am informed that in boring artesian wells in these hills, after passing through the Merrimack schist and slate, solid granite was found. The Dracut ledges were among the first to be worked near Lowell, and the granite was used in many structures in this City, but is not in general use at the present time.

The Townsend district is a corner of a large district comprising Brookline, Mason, Milford, and Amherst, N. H., a very important district, and one which is being extensively developed.

The use of granite has grown with the growth of the nation. As a structural material, it has been used extensively and freely in all construction, from the building of the first log cabin, when a flat stone was used for the hearth, to a cobble stone chimney, to the modern Mausoleum, Post Office, Bank Building, School-house, Church or Residence. The quarryman must take the rock as he finds it, and he selects the best site for the quarry possible. As the greater part of the rock is covered to a considerable depth by earth, his task in locating a quarry is not an easy one. Prospectors are continually seeking in this locality for the ledge from which came certain boulders of superior quality, but without success.

The best granite is used for monumental and building work generally; the next quality for bridge abutments, foundations, retaining and sea-walls, street curb and cross walks. The odds

and ends are made into paving blocks, and the chips run through the rock-crusher for broken stone, which is used in large quantities for concrete, artificial stone, and road making.

The history of the beginning of the granite industry in this vicinity is largely tradition. The building of the Pawtucket Canal and the Middlesex Canal required granite for the masonry, and undoubtedly gave the industry its first real start, and the Middlesex Canal provided a means for transportation, which was the only thing needed to establish the industry. From Allen's History of Chelmsford we learn that the production of granite had become a settled industry in 1817, as shown by the following quotation. "In the north part of the town are granites of superior beauty and excellence. They are not found in quarries, but on the surface of the earth, or partly sunk into it. They are in so great demand for the construction of dwelling houses, churches, and public edifices, that 80 workmen the last season (1817) were not able to answer the urgent calls which were made for them. A quantity of the value of \$12,000 and upwards, was transported the last year in a rough state through Middlesex Canal to the State Prison in Charlestown, where they were hammered and prepared for the builders' use by the convicts. So extensive has become the knowledge, and so celebrated the beauty of them, that an elegant church was built of them in Savannah, Georgia, in 1818. They are found in different parts of the town, but the best and whitest are in Merrimack Plain or Newfield, and the adjacent part of Tyngsborough. They have acquired the common and discriminating name of Chelmsford Granite."

The amount of stone wrought in Chelmsford and transported to Boston and other places in 1818, is estimated at upwards of \$25,000.00.

The Massachusetts General Hospital, main building, built in 1821, is of Chelmsford granite, fitted for use by State Prison convicts, and was considered the finest building in Boston at that time.

It is extremely difficult to find recorded the true record of the granite used in any structure of historical interest. Take for example, the Quincy Market Building in Boston. One historian states that the building is constructed of Quincy granite. Another that the granite came from Concord, N. H., via Middlesex Canal. Another that the granite came from Chelmsford, via Middlesex Canal. All these records differ from tradition. I have had pointed out to me, by several men who saw them quarried, the location of the boulder from which the columns to the porticos to this building were quarried by Charles Hollis, I have heard from eye witnesses the story of the teaming of these columns, eight in number, from the northeasterly part of Westford to Boston by teams drawn by 20 yoke of oxen. These columns are 3'—6" diameter at the base, and 2'—10" at the neck; each column is in one piece 20'—9" long, and weighs 15 tons.

The Columbian Centinel of April 30th, 1825, gives the following; "On Wednesday, the 27th of April, 1825, the Corner Stone of the New Faneuil Hall Market was laid by the Mayor of the City in the presence of the members of the City Council, the superintendent and workmen of the building, and a large number of citizens. The corner stone (a large block of Chelmsford granite) was suspended by a pulley over the foundation stone, in a cavity of which, a leaden box, or chest, was deposited." An examination of the building proves that all of the records were partly right. The basement is built of Quincy, the columns of Chelmsford, and the walls of Concord and Chelmsford granite.

The construction of the Boston & Lowell R. R. created a large demand for sleepers, which were all of granite, with nicely hammered seats to receive the ends of the short rails used at that time. These sleepers were quarried largely from the boulders in Chelmsford and Westford, and distributed along the banks of the Middlesex Canal, convenient to the railroad. The B. & L. R. R. was one of the first built in America, but the first railroad in the country was built in Quincy to provide transportation for granite.

The names of Charles Hollis, Daniel Tuck, a Mr. Kidder, and the Duttons, were connected with the industry at this time. The ledges in Dracut were worked for local use, but as the stone is a difficult one to work, the quarries have been abandoned, except for rough walls. Isaac Carkin opened the first ledge in Westford, on Oak Hill, 1826 or 1827, followed by Major Jesse Colburn, George Merrill, John Norrie, Sweatte & Gould, and Frank Malorey. Benjamin Palmer was the first to operate the ledges at Snake Meadow Hill, in Westford, now called Graniteville, in 1847 or 1848, quarrying granite for the New Canal at Lowell, for the Locks & Canals Co. He was followed soon after by William Read, Samuel Fletcher, David Read and others, and these ledges furnished the larger part of stone used in Lowell from 1850 to 1890, when the Oak Hill section began to increase its production. Oak Hill now has the largest production in the county, more than all other sections combined.

The quarry at Flat Rock Hill in Dunstable was opened in 1873, and has been worked more or less continuously since that date. The granite is of excellent quality.

Several of the monuments to the soldiers of the Revolution are from the granites of this county, among them those at Lexington, Concord, Chelmsford, and Acton. A part of the monument at Lexington was drawn by oxen from a quarry at No. Acton.

In Rev. James Fletcher's History of Acton, we read of the Davis Monument at Acton. "A discussion being had by the committee as to material for the monument, Mr. Woodbury said, 'Let it be of God's own granite, and let it be from the Acton quarry nearest to the site'." Most of the granite was taken from a hill about a mile north of the common.

Granite weighs 165 lbs. per cubic foot and one would suppose that it would be used as close to the source of supply as possible, but this is not always so.

The dam at Pawtucket Falls is built of Rockport granite, and the lighthouses at Rockport of Chelmsford granite. In the abutments of the bridge of the N. & L. R. R., at Pawtucket street, Milford, N. H. granite was used, and for the same purpose Chelmsford granite was used at the R. R. bridge over the Souhegan river at Milford, N. H. The superstructure of the new Court House at Lowell is Cleveland sandstone. The Cleveland Court House is of Massachusetts granite. Many other instances could be cited.

The granite from the quarries of Middlesex now has a wide market. It has been used in many prominent buildings throughout the United States east of the Mississippi river. For example, the State Capitol at Albany, N. Y.; Frick Building, Pittsburg; Bankers Trust Building, New York; Camden County Court House, New Jersey; U. S. Post Office at New Orleans and at Easton, Pa.; the streets of Havana, Cuba, St. John, N. B., New Orleans, New York, Newark, N. J., and a large number of cities in New England have been paved with blocks from Westford.

In the large quarries, the overlying sand, gravel, and boulders, often to a depth of several feet, are removed by steam shovels, which load the material upon cars which are hauled to the dump by locomotives. The top of the ledge having been cleared, the top sheets, usually thin and loose, can be split with wedges. When the thicker sheets are reached the stone is loosened by blasting.

After a face is secured, vertical holes are drilled and blasted with charges of black powder to make a seam parallel with the face, and as stone is usually in a state of compression, and free to move in only one direction, that is, toward the face, a split is made varying in length according to the size of the quarry, or the distance between head seams. In my own quarry we have sometimes split off pieces in this manner 500 feet in length, 10 to 20 feet wide, and 6 to 10 feet thick.

Having started the strip, if the seam made by the blast does not run out at one end or another, or come out of some joint, the end must be broken through by blasting out a little at a time. For this purpose dynamite is used, because of its great power and quick action. When the end is cleared and the granite has expanded, it is then ready to split to the size required.

In nearly all the large quarries in New England railroad tracks have been laid, so that the quarried granite is loaded directly upon cars and shipped to destination without rehandling.

There have been great changes in the machinery and tools used in quarrying and working granite during the last 40 years. In the old days the stones were split to the size and shape required, by drilling flat holes along a line and inserting iron shims, with a steel wedge between the shims, and driving the wedges by blows from a hammer, the workmen striking one wedge after another along the line, repeating the operation until the stone was split. The holes were drilled with a narrow chisel, and were from one to two inches long, one to two inches deep, and $\frac{3}{8}$ " to $\frac{1}{2}$ " wide. After the stone was split, it was pried out with bars, and either rolled on to a wagon, or was hoisted by a hand winch, attached to a rope running through pulley-blocks, suspended from sheer-poles or derrick, or by attaching horses or oxen to the rope. The dressing was done entirely by hand hammers, sets, chisels, peen-hammers, or bush hammers, being the tools used.

Today, the stone is split by drilling round holes along a line, and inserting half-round shims, with wedges between the shims, and driving the wedges as before, the holes being drilled by drilling machines operated by compressed air. The blocks are then hoisted by derricks operated by steam, compressed air, or electric hoisting engines, the derricks rotated by the same power. The dressing for plane surfaces is done by machines operated by compressed air, edges, moldings, and carving by pneumatic chisels; and hand-work confined as closely as possible to such work as is not convenient to do by machines.

The future we leave to those who follow us, but with the increase in wealth which is sure to come, with the demand for structures combining strength, durability, and artistic beauty, coming generations should draw heavily on the unsurpassed supply of "God's own granite," with which he has so bountifully endowed Middlesex County.

LOWELL IN THE CIVIL WAR.

LOWELL HIGH SCHOOL HISTORICAL ESSAY.
BY MISS GLADYS STORM, OF THE CLASS OF 1912.

The subject, "Lowell in the Civil War," is an interesting subject for me, for my father served in the war, enlisting in Pennsylvania in December of 1864, and was mustered out at Hallshill, Virginia in July, 1865. Then too my mother is a member of the Women's Relief Corps, and I have in this way become acquainted with some of the veterans and their wives.

Fort Sumter was forced to surrender April 14, 1861. The event produced a tremendous sensation throughout the North. President Lincoln called upon Massachusetts for two regiments of Militia. Immediately Governor Andrew, the great "War Governor," prepared for the call and ordered Colonel Edward F. Jones of the Sixth Regiment to muster his command on Boston Common. On the 16th, the call was for a brigade of four regiments, which was assigned by the Governor to the command of Brigadier-General Butler of Lowell.

The men of the Sixth Regiment were scattered through the counties of Middlesex and Essex, and some of them had less than twelve hours' notice. Out of the eleven companies in the regiment four were from Lowell. All were mustered at Lowell at nine o'clock in the morning, April 16, 1861, a cold, stormy and most dismal day. In Boston their old muskets were exchanged for rifles, and they set forth for Washington on the 17th. They had just retired for the night at Philadelphia, when they were unexpectedly awakened by the "long roll" calling them to arms, and they resumed their journey at one o'clock on the morning of the 19th. On the way Colonel Jones received word that their passage through Baltimore would be resisted. He caused ammunition to be distributed and arms loaded, and went personally through the

cars and issued the following order: "The regiment will march through Baltimore in column of sections, arms at will. You will undoubtedly be insulted, abused, and perhaps assaulted, to which you must pay no attention whatever, but march with your faces square to the front, and pay no attention to the mob, even if they throw stones, bricks, or other missiles; but if you are fired upon, and any one of you is hit, your officers will order you to fire. Do not fire into any promiscuous crowds, but select any man whom you may see aiming at you, and be sure you drop him." Colonel Jones was warned against attempting to cross Baltimore, but replied, "My orders are to reach Washington at the earliest possible moment, and I shall go on." The regiment arrived in Baltimore at ten o'clock in the morning and took the people by surprise. If Colonel Jones had waited until morning before leaving Philadelphia, there would have been many more killed, and the men might never have reached Washington. Through a misunderstanding, the men did not leave the cars to cross the city together. Companies C and D of Lowell, I of Lawrence, and L of Stoneham remained in the cars, until after the rest of the regiment had started. As soon as the mistake was discovered, the remaining companies proceeded. They had gone but a short distance, when they were furiously attacked by the mobs. The shower of missiles came faster as they advanced and they increased their step to double-quick. The mob became emboldened at this command, as it gave them the impression that the soldiers dared not fight, or had no ammunition. Pistol shots were fired into the ranks by the mob, and the order was given to fire. The mob bore a secession flag, which was captured by the indignant soldiers and trampled under foot. After two hours' struggle, the troops reached the cars waiting to carry them to Washington and reached that city late in the afternoon. A tour of inspection made by Colonel Jones showed one hundred and thirty missing,

including the band and field music. Three of the men who had enlisted from Lowell were killed, one from Lawrence died a few days later, and fifteen were wounded. The Lowell men killed were Luther C. Ladd, Addison O. Whitney, both mechanics by trade, and Charles A. Taylor. Little is known of Taylor, but it is thought he was from Boston. His residence and family even now remain unknown. He was about twenty-five years of age and a decorative painter by trade. Witnesses say that he was beaten with clubs after he fell, by his brutal murderers. These honorable men, by a glorious death, have made their names immortal. Their lives are simple in incident. Luther C. Ladd was but seventeen years of age, when he enlisted. Addison O. Whitney was twenty-two years of age, and employed by the Middlesex Company. The remains of Ladd and Whitney were brought to Lowell on May 6, 1861, and buried in the Lowell Cemetery. Four years later their bodies were removed, and a beautiful memorial placed over them in Monument Square.

There were many in the regiment from Lowell who did noble service in the march through Baltimore, and among them was Captain Follansbee of Company C, who led the detachment across the city. Colonel Jones in a private communication to Chaplain Hanson says, "Captain Follansbee proved himself worthy of the confidence which I had always placed in him, and never after, while under my command, did he do aught to sacrifice one particle of the esteem and respect I entertained for him." Timothy Crowley, the standard bearer of the Sixth, bore himself most nobly in the march through Baltimore. Instead of rolling up the colors to escape the notice of the mob, he kept them unfurled to the breeze, and to the last, stood by the flag which he had sworn to defend. When the Thirtieth Massachusetts Regiment was organized he became Captain of Company A. He died at New Orleans, October 5, 1862 of intermittent fever.

"First to offer its services; first to reach its State's Capital; first to inflict suffering on traitors; first to attest its sincerity with its blood—was the Sixth Massachusetts Regiment of Volunteer Militia."

After this first adventure, two new companies were formed in Lowell, the Hill Cadets, later Company D of the Sixteenth Infantry, on April 19th; and the Richardson Light Infantry, later the Seventh Battery, on April 20th. The Hill Cadets were mostly of Irish birth, and their uniforms were furnished by the private subscription of Lowell citizens. The Richardson Light Infantry, the first company to offer their services to the State of Massachusetts for three years' service, was named in honor of Hon. George F. Richardson, a leading citizen of Lowell, who bore a prominent part in raising and equipping the men. Mustered into the United States service at Boston, May 21, 1861, they sailed for Fortress Monroe on the next day. They saw a great variety of service, before the close of the war.

A third company was started by Edward Gardner Abbott of Lowell. His father, Judge Josiah G. Abbott, gave money to supply every want, and the company was filled in three days, taking the name of the "Abbott Greys," incorporated with the Second Massachusetts Regiment, Abbott being commissioned as Captain. Captain Abbott was less than twenty-one years of age, a graduate of the Lowell High School, and Harvard College. In the disastrous battle of Cedar Mountain, Captain Abbott was killed with nearly half the company, in less than one hour. The regiment re-enlisting served till the close of the war. In speaking of Captain Abbott, his brigade commander, General Gordon, said, "I saw him when he fell. I was proud that I had done something to educate him to the profession he so much, so peculiarly adorned."

On May 1st, the Butler Rifles, later Company G, of the Sixteenth Infantry, was organized. The Chaplain of the regiment was Rev. Charles W. Homer, rector of St. John's Church, Lowell.

The Thirty-third Massachusetts Regiment, of which two hundred and fifty were from Lowell, was mustered into service in May, 1861. Few regiments saw as much hard fighting or lost as many men, or gained as high renown, as the Thirty-third.

Henry Livermore Abbott, a brother of Captain Abbott of the Second Massachusetts, was commissioned Second Lieutenant of the Twentieth Massachusetts, and won successive promotion to First Lieutenant, Captain, Major, and Brevet Brigadier-General. He was killed at the battle of the Wilderness, May 6, 1864. "Had he lived," said General Hancock, "he would have been one of our most distinguished commanders." Like his brother, he was educated in the Lowell High School, and graduated from Harvard College.

In August, 1861, the Twenty-sixth Regiment was formed, with companies from Lowell. After the three years' service about two-thirds re-enlisted.

The Thirtieth Massachusetts, organized by General Butler, and the Sixth and Seventh Batteries were composed chiefly of Lowell men. The Chaplain of the Thirtieth was Dr. John P. Cleveland, pastor of the Appleton Street Church.

President Lincoln issued another call for 300,000 volunteers on July 1, 1862, and the Thirty-third Infantry was organized with companies from Lowell. On August 9th, he called for troops for nine months' service and the "Old Sixth" was one of the first to respond. Captain Follansbee of Company A was made Colonel upon re-organization. Other regiments composed chiefly of Lowell men, soon followed. They were the Forty-eighth Massachusetts, the Fifteenth Battery, the Fifty-ninth Infantry and the Second Heavy Artillery.

The President called for volunteers for one hundred days' service in July, 1864. The "Old Sixth" again responded, and was assigned guard duty at Fort Delaware. This was the last regiment sent to the front in whose ranks Lowell men figured prominently.

In all, Lowell furnished 4763 men at cost of \$293,216.49. In the Naval service there were 450 men from Lowell. Many of the soldiers were young men from the High School, and even the grammar schools of the city.

Gustavus V. Fox, Assistant Secretary of the Navy, was a Lowell man. He originated and prosecuted a plan for the relief of the garrison of Fort Sumter. Failure in important details, for which Mr. Fox was not responsible, defeated the design of the expedition when near completion.

Brigadier-General Butler of Lowell, played a prominent part in the War of the Rebellion. His two great military successes during the war were, first his prompt and fearless action in Maryland, at the opening of the war, and second his command of New Orleans after the warships of Farragut brought down its secession flag. This flag is now in Lowell—the property of W. B. Goodwin. While in command of Fortress Monroe, the negroes flocked there for protection in large numbers. General Butler declared they were "Contraband of War," as they were property of the enemy, and could be used by the government. They were set to work constructing the battery and \$60,000.00 worth came into the Fort in three days. This decision of General Butler's was very important, and of great benefit to his country. "He is sure to live hereafter on the painter's burning canvas and on the historian's pictured page." General Butler served throughout the war and came out of the service a Major-General. "The extent and value of his service to his country in her hour of peril, it would be impossible to estimate, suffice it to say that as a loyal

and devoted supporter of the cause of union and liberty, he had few equals and no superiors."

We must not forget the women as they played an important part in the war, although they did not fight on the battlefield. Many of them had large families of small children to care for while their husbands were at war. The Merrimack Manufacturing Company accepted a Government contract to supply the soldiers with cotton-flannel drawers. The work was taken home by the women, and the money received was a great help to them. The mills were closed for lack of help and cotton, and there were not many ways open for women to raise money for their support. The soldiers received thirteen dollars a month, and their wives received State Aid, which was four dollars a month for themselves and two dollars for each of the children. But often the soldier's pay and the State Aid received by the wife, were needed to buy medicine and supplies for the soldier. The women met in the different churches of the city, to scrape linen for lint, which was used in the hospitals. They collected linen for bandages, and sent it with boxes of food and clothing to the soldiers.

Lowell was the "first to form an aid society and the first to hold a Sanitary Fair." A Sanitary Fair was held on February 25th, 26th and 27th, 1863, and was on the same plan as those of Boston and Chicago. The women cleared \$4,850. The Soldiers' Aid Society raised three thousand dollars and this together with other contributions, "all combine to attest how faithfully and efficiently the women of Lowell served their country in her most perilous hour."

Lowell furnished the first troops and shed the first blood of the Civil War, and she will ever appear on the pages of history as the first to aid her country in its most perilous time.

WILLIAM BLAXTON
THE FIRST SETTLER OF BOSTON.

BY REV. WILSON WATERS. READ DECEMBER 11, 1912.

New England history begins with a goodly list of names which represent the Church of England.

On St. John's Day, 1497, John Cabot, in advance of Columbus, discovered the mainland of America. Beyond question there came with him in his ship, the "Matthew" of Bristol, an English priest.

In 1527 there were two English ships at St. John's, Newfoundland, on one of which, the "Mary of Guilford," was Albert de Prato, a canon of St. Paul's, London.

Frobisher, in 1578, brought "Maister Wolfall," "Minister and Preacher," who was charged "to serve God twice a day, with the ordinary service usual in the Church of England." In the Countess of Warwick's Sound they landed, and Wolfall "preached a godly sermon and celebrated also a Communion," the first English Communion recorded in connection with the New World.

In 1603 churchmen made an expedition to Plymouth where they remained several weeks. No doubt church services were held there 17 years before the Mayflower arrived.

This expedition was headed by Bartholomew Gosnold who was associated with Raleigh in 1584 when they made the unsuccessful settlement in Virginia. In 1602 or 1603 he made another attempt at planting a colony at Cuttyhunk. He discovered and named Cape Cod, and afterwards in April, 1607, helped to make the permanent settlement at Jamestown, Virginia.

Passing over half a dozen or more voyages to the American coast, we come to the enterprise of Sir Fernando Gorges, in connection with Sir John Popham, who obtained by royal charter a tract of country extending from Nova Scotia to the Carolinas.

June 1, 1607 the "Mary and John" and the "Gift of God," their two ships, sailed for Maine with upwards of a hundred colonists. Landing upon the Island of Monhegan, near the Kennebec, a romantic and well wooded spot, then clothed with the primeval forests, fragrant with the perfume of the pine and hemlock, at that time (the month of August), mingled with odor of the wild rose, they set up their simple Altar under the shadow of a tall cross that had been planted previously and which was seen by the voyagers afar. There they celebrated the service of the Church in simplicity and faith.

The preacher was the Rev. Richard Seymour, a minister of the Church of England, and the sermon was the first known to have been delivered in New England. On the mainland a settlement was made and services again held. When they began their building the text was: "Except the Lord build the house they labour in vain that build it."

"Captain John Smith, the adventurer of Virginia (1607), also skirted the coast of New England (1614), looked with some care into Boston Harbour, made a map, very creditably indeed—considering his opportunities and then sailed away again, after christening the headlands and rivers, and laying, by his voyage, a much better foundation for permanent occupation than either his Dutch cousins or the earliest navigators." (Boston. H. C. Lodge.)

Without giving a detailed account of the better known coming of the Pilgrims to Plymouth in 1620, the exploration of Boston Harbor by Miles Standish, and the settlement made by Weston in 1622 at Wessagusset, or Weymouth, and that by John Morton*

*Morton had been a rich man and generous liver in England. He brought with him thirty servants, stock, utensils and furniture. He gave offense by his gay humor, his use of the Book of Common Prayer and selling arms to the Indians. He wrote to a friend, "I found in these parts two sets of people, Christians and heathens, and the last more friendly and full of humanity."

There were also the Brown Brothers of Salem, a lawyer and a merchant, who refused to separate from the Church of England, and read the

at Passonagesset, or Mount Wollaston, so called from Captain Wollaston, an adventurous trader, who named it Mare Mount, or Merry Mount, which gave title to Motley's early piece of romance, we will speak briefly of Robert, Son of Sir Fernando Gorges, who in midsummer, 1623, sailed for the new country. He was commissioned as Lieutenant of the Council for New England, and was to settle in the neighborhood of Plymouth, and, as Lodge says, was to absorb those unconsidered sectaries who were really laying the foundation of a nation, and begin the administration of the vast province which had been allotted to him and the rest of his associates on paper. He established himself at Weymouth, the scene of Weston's ill-fated venture, and, after failing to accomplish what he came for, returned to England in 1624. But this expedition of Gorges, who was a churchman, made the first permanent settlement on the shores of Boston harbor; the port at Weymouth was never abandoned, for though some of Gorges' men returned to England, some remained. Four of these survivors, all of them members of the Church of England, one a clergyman, one a blacksmith and two gentlemen of property and education, settled within the actual limits of the City of Boston.

Lodge says: "It is a curious fact that the first settlers on the ground where Boston was destined to be built, which was above all others the town of the English Puritan, were all of the Church and of the Court Party."*

Common Prayer to an assembled company. They were ordered back to England.

Probably the remaining churchmen united with their Puritan neighbors and attended their meetings the more readily because they knew their ministers had been ordained priests in the Church of England, and felt that the sacraments administered by them were valid.

*The large body of Puritans who came from England under Winthrop and Saltonstall spoke of themselves as men "who esteem it an honour to call the Church of England, whence we rise, our dear Mother, and we cannot part from our native country, where she specially resideth, without much sadness of heart, and many tears in our eyes; ever acknowledging that such hope and part as we have obtained in the common salvation we have received in her bosom, and sucked it from her breasts."

On an island in the harbour was settled David Thompson, "Gentleman," an attorney for Gorges, with his family. On Noddle's Island, now East Boston, was established Samuel Maverick, a young gentlemen of property and education, who had there laid out a farm, built him a house and fort, where four guns were mounted, and which served as a refuge and defence for all the planters of the neighborhood.

Maverick is said by contemporaries to have been a gentleman of good estate but an enemy to the reformation in hand, being strong for the lordly prelatical power, though a man of very loving and courteous behavior and very ready to entertain strangers. Winthrop says he was worthy of perpetual remembrance for his loving ministrations and those rendered by his wife and servants when the Indians in his neighborhood sickened and died of the small-pox. He went daily to the sufferers, ministered to their necessities, buried their dead and took home many of their children.

On the next peninsula, where Charlestown grew up, was settled Thomas Walford, a blacksmith, with his family. Across the bay from Maverick and Walford, on the very spot where the future city was to rise, William Blaxton had laid out a farm and orchard, and built him a house on the western slope of one of the hills, now Beacon hill, whence he could see the sun set across the windings of the river Charles, and over the wide brown marshes through which it made its way.

It is with Blaxton we are concerned, Blaxton, the Hermit of Shawmut.

Perhaps no better introduction could be given us to the man and his surroundings than the description by J. L. Motley. If we quote at length it is because of our interest in the subject, and because the novel, "Merrymount," from which the extracts are taken is the "early scintillation of a genius which has since commanded the admiration of the world." (Boston Book of 1850.)

"A solitary figure sat upon the summit of Shawmut. He was a man of about thirty years of age, somewhat above the middle height, slender in form, with a pale, thoughtful face. He wore a confused dark-colored, half canonical dress, with a gray, broad-leaved hat strung with shells, like an ancient palmer's, and slouched back from his pensive brow, around which his prematurely gray hair fell in heavy curls, far down upon his neck. He had a wallet at his side, a hammer in his girdle, and a long staff in his hand. The Hermit of Shawmut looked out upon a scene of winning beauty.

"The promontory resembled rather two islands than a peninsula, although it was anchored to the continent by a long slender thread of land which seemed hardly to restrain it from floating out to join its sister islands, which were thickly strewn about the bay. The peak upon which this Hermit sat was the highest of the three cliffs of the peninsula; upon the southeast, and very near him, rose another hill of lesser height and more rounded form; and upon the other side, and toward the north, a third craggy peak presented its bold and elevated front to the ocean. Thus the whole peninsula was made up of three lofty crags. It was from this triple conformation of the promontory of Shawmut that was derived the appellation of Trimountain, or Tremont, which it soon afterwards received.

"The vast conical shadows were projected eastwardly, as the Hermit, with his back to the declining sun, looked out upon the sea.

"The bay was spread out at his feet in a broad semi-circle, with its extreme headlands vanishing in the hazy distance, while beyond rolled the vast expanse of ocean, with no spot of habitable earth between those outermost barriers and that far distant fatherland which the exile had left forever. Not a solitary sail whitened those purple waves, and saving the wing of the sea-gull,

which now and then flashed in the sunshine or gleamed across the dimness of the eastern horizon, the solitude was at the moment unbroken by a single movement of animated nature. An intense and breathless silence enwrapped the scene with a vast and mystic veil * * * *

"On the left, as the pilgrim sat with his face to the east, the outlines of the coast were comparatively low, but broken into gentle and pleasing forms. * * * On the south, beyond the narrow tongue of land which bound the peninsula to the main, and which was so slender that the spray from the eastern side often dashed across it into the calmer cove of the west, rose in the immediate distance that long boldly broken purple colored ridge, called the Massachusetts or Mount Arrow Head by the natives, and by the first English discoverer baptized the Cheviot Hills. On their left and within the deep curve of the coast, were the slightly elevated heights of Passonagesset, or Merry Mount, and on their right stretched the broad forest, hill beyond hill, away; * * * far above and beyond the whole, visible only through a cloudless atmosphere, rose the airy summits of Wachusett, Watatick, and Monadnock mountains.

"Upon the inland side, at the base of the hill the Quinobequin River, which Smith had already christened with the royal name of his unhappy patron, Charles, might be seen writhing in its slow and tortuous course, like a wounded serpent, till it lost itself in the blue and beautiful cove which spread around the whole western edge of the peninsula; and within the same basin, directly opposite the northern peak of Shawmut, advanced the bold and craggy promontory of Mishawum, where Walford, the solitary smith, had built his thatched and palisaded house. The blue thread of the River Mystic, which here mingled its water with the Charles, gleamed for a moment beyond the heights of Mishawum, and then vanished into the frowning forest.

"Such was the scene, upon a bright afternoon of Spring, which spread before the eyes of the solitary, William Blaxton, the Hermit of Shawmut. It was a simple but sublime image, that gentle exile in his sylvan solitude. It was a simple but sublime thought, which placed him and sustained him in his lone retreat. In all ages there seem to exist men who have no appointed place in the world. They are before their age in their aspirations, above it in their contemplation, but behind it in their capacity for action. Keen to detect the follies and the inconsistencies which surround them, shrinking from the contact and the friction of the rough and boisterous world without, and building within the solitude of their meditations, the airy fabric of a regenerated and purified existence, they pass their nights in unproductive study, and their days in dreams. With intelligence bright and copious enough to illuminate and to warm the chill atmosphere of the surrounding world, if the scattered rays were concentrated, but with an inability or disinclination to impress themselves upon other minds, they pass their lives without obtaining a result, and their characters, dwarfed by their distance from the actual universe, acquire an apparent indistinctness and feebleness which in reality does not belong to them.

"The impending revolution in Church and State which hung like a gathering thundercloud above England's devoted head, was exciting to the stronger spirits, whether of mischief or of virtue, who rejoiced to mingle in the elemental war and to plunge into the rolling surge of the world's events; while to the timid, the hesitating, and the languid, it rose like a dark and threatening phantom, scaring them into solitude, or urging them to seek repose and safety in obscurity. Thus there may be men whose spirits are in advance of their age, while still the current of the world flows rapidly past them.

"Of such men, and of such instincts was the solitary who sat on the cliffs of Shawmut. Forswearing the country of his birth and early manhood, where there seemed, in the present state of her affairs, no possibility that minds like his could develop or sustain themselves—dropping, as it were, like a premature and unripened fruit from the bough where its blossoms had first unfolded—he had wandered into voluntary exile with hardly a regret. Debarred from ministering at the altar to which he had consecrated his youth, because unable to comply with mummary at which his soul revolted, he had become a high priest of nature, and had reared a pure and solitary altar in the wilderness.

"He had dwelt in this solitude for three or four years, and had found in the contemplation of nature, in the liberty of conscience, in solitary study and self-communing, a solace for the ills he had suffered, and a recompense for the world he had turned his back upon forever.

"His spirit was a prophetic spirit, and his virtues belonged not to his times. In an age which regarded toleration as a crime, he had the courage to cultivate it as a virtue. In an age in which liberty of conscience was considered fearful licentiousness, he left his fatherland to obtain it, and was as ready to rebuke the intolerant tyranny of the non-conformist of the wilderness, as he had been to resist the bigotry and persecution of the prelacy at home.

"In short, the soul of the gentle hermit flew upon pure white wings before its age, but it flew, like the dove, to the wilderness. Wanting both power and inclination to act upon others, he became not a reformer but a recluse. Having enjoyed and improved a classical education at the University of Cambridge, he was a thorough and an elegant scholar. He was likewise a profound observer, and a student of nature in all her external manifestations, and loved to theorize and to dream in the various walks of science. The botanical and mineralogical wonders of the New

World were to him the objects of unceasing speculation, and he loved to proceed from the known to the unknown, and to weave fine chains of thought, which to his soaring fancy served to bind the actual to the unseen and the spiritual, and upon which, as upon the celestial ladder in the patriarch's vision, he could dream that the angels of the Lord were descending to earth from heaven."

This romantic description of our hero is not at all out of harmony with what other writers have to say of him.

Besides his courage and independence there is much else in his character to command respect and esteem. "His culture and refinement, his gentlemanly bearing, his fondness for flowers and their patient cultivation, his amiable disposition and ready hospitalities gained him the confidence and friendship not only of the lords of the forest, but inspired with respect the Puritan leaders." (Armory.) Enough of mystery surrounds him to make him an interesting and romantic figure in our legendary history.

It is not known whence he came or why he should care to dwell apart from his kindred and fellows, to shun society here as well as at home while possessing so many graces with which to adorn it, and so many aptitudes to enjoy its pleasures.

Some of our local historians have succeeded in bringing to light much that is interesting concerning him, and writers of fiction which relates to our early history have been wont to present him dressed in attractive description, and makers of verse have exercised their skill in telling his story.

As to the ancestry of Blaxton, nothing is certainly known. Mr. Thomas C. Amory read before the Bostonian Society some years ago a paper in which he presented a very plausible suggestion as to his parentage.

"The English County Histories, Extinct Baronetcies and other genealogical works, reveal among the various pedigrees, but one individual who, in age and circumstances, corresponds with what is known of our sole inhabitant."

It is assumed that all of the name descend from the well-known stem in the palatinate of Durham, the earliest of whom mentioned—Hugh—was proprietor of Blakiston, about six miles from the episcopal city as early as 1341, and who married Cecilia Fitzralph.

From Roger, his son, descended Sir William, 1388-1418, Lord of Blaxton and Coxhow, whose posterity have been prospered in fortune, and have flourished in great honor in Durham and other counties, and in this country. The seventh descendant and successor of Sir William was William, born 1533; died after 1624, and married Alice Claxton in 1581.

This Sir William, the supposed father of our hero, like many of the moss troopers of the border, set, occasionally, even the sheriffs, at defiance, when they disturbed his cattle, and no doubt maintained the reputation of his house for courage and hospitality. He married, as stated, Alice Claxton in 1581. She was born in 1558 and left six sons and three daughters. William was the name of the fifth son, and, if born in 1595, his mother would have been 37 years of age at the time of his birth.

The elder son, Thomas, was created a baronet in 1615, one qualification for the honor being an estate of a thousand pounds a year, and another, payment of a thousand guineas into the royal treasury. He sold part of his patrimony that very year, and in 1634, after the death of his father, he conveyed away the last sweepings of the great Blakiston estate. The house at Wynyard which came with Alice Claxton, the father preferred as a dwelling to that of Blaxton. It was one of the most convenient and handsome mansions in the district, with a fine piece of water stretching along the valley, edged with woods and lawns, with pleasing sheltered wood-walks. The approach was over a handsome bridge, crossing the head of the lake. The family were devoted royalists. Knights and beneficed clergymen abounded in the family, and if

as suggested, *our* William was the son of Alice Claxton, his declining, in the impoverished condition of the family, after having obtained a collegiate education, to conform to the ecclesiastical requisitions, and be beneficed himself, may explain the tradition in the Connecticut line of his family, that their first American ancestor left home from some misunderstanding with his parents.

This origin will account for the skill shown by the first settler of Boston in woodcraft, venery and horticulture, and in similar accomplishments, for which, as Mr. Amory says, there could be no better training than to have been brought up on a large manorial estate in England. The chase and other field sports, in which when not in war, consisted their daily occupations, prepared his constitution to cope with the exposures and privations of forest life, and gave him the knowledge and experience required to obtain his food, and to take pleasure in its pursuit.

It is known that at the time of his death he was eighty years of age, so that he must have been born about 1595. He graduated at Emanuel, the Puritan College of Cambridge, where so many of our eminent divines of the early days were educated, such as John Eliot and John Fiske, who figure in Chelmsford history, and from which came John Harvard. William Blaxton, John Eliot and John Fiske of Chelmsford, as well as Thomas Hooker, in compliment to whom John Adams, President of the United States, says Chelmsford was probably named, were all four priests of the Church of England, and the last three had been associated with St. Mary's Church in Chelmsford, England. Blaxton took the degree of Bachelor of Arts in 1617, and Master of Arts in 1621. On both these occasions he signed his name as William Blaxton, facsimiles of which may be seen in Bishop Perry's Centennial History of the American Church.

While mentioning this, we may add that Drake in his History and Antiquities of Boston has a picture representing the house of

Blaxton on Beacon Hill, and in his *New England Legends and Folk Lore* there is a picture of the Hermit himself, as described by Motley. In the *Memorial History of Boston* there is a plat of his six acre reservation showing its situation in relation to the streets of the city.

Blaxton took Orders but had no known cure. Being a non-conformist and having a strong antipathy against the attitude taken by the bishops in his day, which was viewed as tyranny, he, as has been suggested, probably declined to accede to the requirements of the ecclesiastical authorities, and concluded to throw in his lot with the company of Gorges in the New World, as the only alternative then available to a younger son of an impoverished family, and thus in 1623 came to America with Robert Gorges, and helped to establish the settlement at Weymouth, which was made under a patent of an area of ten miles along the shore by thirty inland. The Gorges patent, says Amory, is reasonably supposed to have been abandoned or in due form surrendered, before the Massachusetts Bay patent of 1629 issued; but all grants under it must have, in equity if not in express terms, been reserved. Thus Blaxton probably had a legal claim to what was known as Blackston's Neck or point and whatever land he held when discovered by the next comers.

That there was a close connection existing between Blaxton and the Gorges is evident from notices of business transactions still extant.

There is a tradition that Governor Winthrop and his company, on their arrival, finding Blaxton in possession of the land they intended to occupy, were at first disposed to oust him, under pretence that they had received a grant of that tract from the king, and a speech is put into his mouth on this occasion, comporting well with his proud independence of spirit and which would not allow his rights to be wrested from him even by the hand that grasped the sceptre.

"The king," answered Blaxton, in reply to their claim, "asserteth sovereignty over this New Virginia (as N. E. was then sometimes called) in respect that John and Sebastian Cabot sailed along the coast, without even landing at any place, and if the quality of sovereignty can subsist upon the substratum of mere inspection, surely the quality of property can subsist upon that of actual occupancy, which is the foundation of my claim."

This ingenious logic seems, as tradition will have it, to puzzle his antagonists, for they agreed to purchase his lands, reserving for him six acres.

Mather says that Blaxton claimed the whole peninsula, on the ground that he was the first person that had slept on it. Such a claim could not be allowed by the governor of Massachusetts, since by their charter the whole territory within the Bay vested in them. (Young: page 170.) Still they seem to have treated him generously; for at a court held April 1, 1633, it was "agreed that Mr. William Blackstone shall have fifty acres of ground set out for him near to his house in Boston, to enjoy forever;" which must have been at least a fourteenth part of the whole peninsula. The next year, 1634, he sold this land to the other inhabitants of the town for £30, reserving for himself only about six acres on the point where he had built his house. To pay this sum, a rate of six shillings to each householder was assessed, Nov. 10, 1634.

Drawing somewhat upon his imagination, Motley says: "The cottage of Blaxton stood near the base of the hill overlooking the basin of the Charles. The house was built in those picturesque forms which were then so common in England. It was low browed, irregular, rambling, with sharp-pointed gables, a red tiled roof, small lattice windows with diamond panes, and a porch covered thickly with woodbines. The material of which it had been constructed had been brought from England, and it resembled in its general character a miniature parsonage. The

early swallows built their nests under its eaves, and the ancient crows with sable stole and solemn note circled about the surrounding pines, or rested in dark clusters upon their umbrageous tops."

The late N. I. Bowditch (Gleaner, in the Boston Transcript) traced back the titles of the territory reserved by Blaxton in 1634 and his results would place his house and orchard on a plat (six acres) stretching on Beacon Street from near Spruce to the water, and back so as to include what was later known as West Hill, the most westerly of the summits of Trimountain. It is an area upon which many distinguished Bostonians have lived—Copley, Channing, Prescott, David Sears, Charles Francis Adams, John Lothrop Motley, Francis Parkman and others.

The spring was at the site of Louisburg square.

Mr. Shurtleff, in his history of Boston, mentions a spring not far from the centre of Louisburg square, which poured a bountiful supply of water, and which was, unquestionably, the identical spring which yielded its benevolence to Mr. Blaxton, and the earliest inducement that led the fathers of the town to the peninsula.

What was known by the Indians as Shawmut, or water springs, was, as we have said, afterwards named Trimountain, and not long afterwards Beacon Hill, on account of the beacon or fire basket raised high aloft upon it, which name still designates what is left of it. Down to the present century this hill rose nearly one hundred feet in elevation above its present summit. It covered one hundred acres, was steep and rough, and so complicated in its slopes that before Thomas Hancock, in 1737, erected his spacious mansion near its crest, there were upon this large area but few dwellings.

Fifty years prior to this, when the Colonial Charter was annulled by the Crown, there was danger of the proprietors losing their estates, and deeds of confirmation of the early conveyances from the Indian Sagamores were obtained from their representatives, and depositions taken of the older inhabitants. Some of these are extant. In 1684 one of these testified "that about the year 1634 the inhabitants purchased of Mr. Wm. Blackstone his estate and right in any lands lying within the neck of land called Boston, each householder paying six shillings, and some, more, excepting six acres reserved by him on the point called Blaxton's Point, on part thereof his then dwelling house stood. After which purchase the town laid out a place for a training field, which ever since and now, is used for that purpose, and for the feeding of cattle." This was what is now Boston Common.

In 1711, was taken the deposition of Anne Pollard of Boston, widow, age about 89 years. "This deponent testifieth and saith: that this deponent's husband, Mr. Wm. Pollard, occupied and improved a certain piece or parcel of land situated near the bottom of the Common at the Westerly part thereof, in Boston aforesaid and bounded on the sea south-west, for many years—and that her said husband had hired the same of Richard Peepys, late of Boston aforesaid, gentleman, deceased, who often told this deponent that he, the said Peepys bought the said land of Mr. Blackstone, clerk, formerly of Boston aforesaid; and further that deponent saith that the said Peepys built a house thereon, wherein this deponent and her said husband dwelt for near fourteen years, during which time the said Blackstone used frequently to resort thereto * * * *

and she further says that soon after the sale thereof, as she supposeth, the said Blackstone removed from this town of Boston; and further saith not. Anne Pollard."

In those days the salt water washed the Common on Charles street half way up to the site of the Soldier's Monument. On Cambridge street it came nearly half way up to Bowdoin square. Haymarket square was all under water, and in many places from that point to Dorchester neck, Washington street is all on land recovered from the sea.

In 1628 the settlers at Plymouth taxed all the plantations to support a campaign against Morton of Merry Mount or Mount Wollaston. Mr. Blaxton was taxed 12 shillings, a large sum for those days. He paid the tax as a quiet citizen, but paid it under protest, keeping his own hands clean from the intolerance that demanded it.

Morton, whose mode of life and belief was not in accord with the rigid separation of Plymouth, was deemed by them "a maine enemy to their Church and State." On the feast of SS. Philip and James, May 1, 1622, he had with his men, and with the help of the savages, set up a may-pole, "a goodly pine tree of eighty foote longe" with a pair of buck's horns nailed near the top as "a fair sea marke for directions how to finde out the way to mine host of Mare Mount."

Governor Bradford, who had stopped the games at Plymouth on Christmas, 1621, looked with evil eye on the roystering Morton and his Company.

In the view of the Plymouth magistrate, Morton became the lord of misrule and maintained (as it were) a school of Atheism. The revels around the maypole, in his judgment, were "as bad as if they had anew revived and celebrated the feasts of ye Roman Goddess Flora or the beastly practices of ye Madd Bacchanalians." "That worthy gentleman, Mr. John Endicott, visiting those parts, caused ye maypolle to be cutt downe, and rebuked the revellers for their profannes and admonished them to look there should be better walking." In 1629 Blaxton was em-

powered by the Gorges to put John Oldham, the friend and companion of Lyford, in exile from Plymouth, in possession of lands near Boston, and in 1631, a similar authority was given him in favor of a settler at Dover, N. H.

Prior to 1629 he lived alone. Walford came to Charlestown in 1629.

In the early records of Charlestown we read that the settlers there, in 1630, were sore distressed for pure water and were afflicted with scurvy and other distempers. "at which time the death of so many was concluded to be much the more occasioned by this want of good water." (Young's *Chronicles of Mass.*)

"This caused several to go abroad upon discovery. Some went without the neck of this town, who travelled up into the main till they came to a place well watered; whither Sir Richard Saltonstall, knight, and Mr. Philips, minister, went with several others, and settled a plantation and called it Watertown." Watertown in Yorkshire was the residence of the ancestors of Saltonstall.

"In the meantime Mr. Blaxton, dwelling on the other side Charles river alone, at a place by the Indians called Shawmutt, where he only had a cottage at or not far off the place called Blackstone's Point, he came and acquainted the Governor (Winthrop) of an excellent spring there; withal inviting him and soliciting him thither. Whereupon after the death of Mr. Johnson and divers others, the Governor with Mr. Wilson, and the greatest part of the church removed thither; wither also the frame of the Governor's house, in preparation at this time, was also (to the discontent of some) carried, where people began to build their houses against winter; and this place was called Boston."

"Boston" is said to be a contraction of "Botolph's town," the saint of that name being the patron saint of the English town of Boston and the church there is dedicated in the name of St. Botolph.

While no other course of action on the part of Blaxton would have been consistent with his Christian profession, yet this must have been a piece of great self sacrifice for one who so loved solitary seclusion.

Governor Winthrop came in 1630 and Sept. 7 of that year, Trimountain was named Boston. October 19 William Blaxton and Samuel Maverick were admitted Freemen, but the next May it was voted that only those should be Freemen, who joined "the church." The details of what followed are wanting, but in the end Blaxton found it convenient to leave.

We know that a little later Walford, the Charlestown blacksmith, a churchman, who was not a freeman, was fined 40 shillings and with his wife banished from the patent for his contempt of authority and confronting officers.

The cords of restraint were thus being tightened around the few old settlers who were churchmen.

Even the cut of Blaxton's coat was offensive.

Edward Johnson, who came in Winthrop's fleet, speaking of the distress that prevailed in 1629, says metaphorically: All this while little likelihood there was building the temple for God's worship, there being only two that began to hew stones in the mountains, the one named Mr. Bright (of Salem), and the other Mr. Blaxton; and one of them began to build. But when they saw all sorts of stones would not fit in the building, as they supposed, the one betook him to the seas again, and the other to till the land, retaining no symbol of his former profession but a "canonicall coate."

Bright was a clergyman of the Church of England, and a conformist, but was disliked. Evidently he had credited the people of the "Arbella" with sincerity when they declared they were misjudged by More who said that they meditated separation from the Church of England. Bright, an Oxford man, came, like

others, expecting to enjoy a free Church in a free State. The Browns at Salem reproached Skelton and Higginson for their course and were put on board a ship and sent home to England. Bright, however, was more careful, and came to Charlestown with a part of the company, evidently hoping to hold them somewhat to the Church. Mather says that Blaxton and Bright began to hew, while Bright himself began to build. His efforts, nevertheless proved in vain. He could not keep them to their promises, while Blaxton would not join "the Church." Later the people were confirmed in their judgment against conformity by a fact recorded by the governor, whose son, a magistrate, had a New Testament, the Psalms, and Common Prayer bound together and deposited in a corn loft. The "thing worthy of observation" says DeCosta, "was" that he "found the Common Prayer eaten with mice, every leaf of it, and not any of the two others touched, nor any other of his books, though there were above a thousand." Thus the fate of episcopacy in Boston was settled by misunderstood mice; for, says DeCosta, evidently after all, these were wise rodents, who not knowing the Greek, let it alone, intending, no doubt, to teach the separatists the importance of abstaining from meddling with matters which they did not understand. Mr. Bright's case shows that the settlement over which he was to have been settled as minister, was intended for a conforming parish.

Johnson adds to his slur on the "Canonicall Coate," that, "For any one to retain only the outward badge of his function, that could never pretend to any faculty therein or exercise thereof, is, though no honour to himself, yet a dishonour and a disparagement to the order he would thereby challenge acquaintance with."

But Blaxton was then, and remained, a good churchman. His churchmanship was a matter of common report in Mather's day. Cotton Mather, in his "Magnalia," classes him with other "godly episcopalians" who adorned the Christian profession in New England.

With no reason whatsoever can the non-conformist deny his churchly character. He stood, as regards the high-handed tyranny of the lord-bishops where every reasonable churchman stands today. To avoid it he crossed the ocean and sought refuge among the cloisters of the New England forests, expecting to be as free from intrusion as within the groves of Emanuel College.

S. D. McConnell in his history of the American Episcopal Church, says: "Wearied with the din of controversy at home he had come to America to be at rest." "It was not to exercise his ministry he had come, but to escape the strife of tongues."

But as it often happened with the ancient anchorite, the place of his seclusion became the seat of a great city. Like the Arab, he was crowded out by the guest he brought in.

Blaxton was in advance of his age. Within and without the Church he saw intolerance, and feeling his inability to contend, he sought a home in the New World, whither he did not expect intolerance to follow. He was willing to be sequestered, if thereby he could maintain his consistency and his independence.

De Costa says: Blaxton, like many another good man, appears to have been fond of cultivating fruits and flowers, and a writer in the Providence Gazette, supposed to be Stephen Hopkins, the Signer of the Declaration of Independence, says that he was in Boston "so long as to have raised apple-trees and planted an orchard; but John Josselyn, Gent., in his 'Account of Two Voyages'" says that he had brought to him from Governor's Island, Boston Harbor, in 1638, half a score of very fair Pippins, "there being not one apple tree nor pear planted in no part of the country but upon that island." This Josselyn however did not know a wasps' nest, and went to pluck it for a pine-apple, being so badly stung that they hardly knew him but by his garments.

Bishop Perry says: We have no record of services and sacraments performed by this solitary "Clerk in Holy Orders." Most

of his time was probably spent in raising fruit and stock, and the rest among the tall folios and quartos that constituted his well furnished library.

It is hardly to be doubted, however, that he held services after some sort, and according to exigencies of his surrounding.

Jane G. Austin, in her book "Betty Alden," frequently introduces Blaxton. She describes him as he stood discussing the Morton muddle with Miles Standish and others.

"Have you labored with Thomas Morton, showing him the wrong he does?" asked Elder Brewster coldly of Blaxton, and eyeing the churchman with strong disfavor, for Blaxton, with questionable taste, had chosen to wear upon this expedition the long coat and shovel hat carefully brought by him from England as the uniform of his profession. Dressed in these canonicals with the incongruous addition of Geneva bands, Blaxton regularly read the Church of England services on Sundays at his house upon the common, sometimes alone, sometimes to a congregation composed of the Walfords from Charlestown, the Mavericks from Noddle's Island or East Boston, the settlers from Chelsea and perhaps in fine weather the Grays from Hull and some of the folk from Old Spain in Weymouth, for all these were adherents of the Church of England, after a fashion, although by no means ardent religionists of any sort; and as such, held in considerable esteem the eccentric parson living in the solitude he loved among his apple trees and beside his clear spring now merged (according to Mrs. Austin) in the Frog Pond of our Common."

In "Merrymount" Motley describes Blaxton as riding on a bull. This says Amory, is possible, since cattle were sent out to the colony at Strawberry Bank, on the coast of Maine, and to Cape Ann and Plymouth between 1620 and 1630; and Maverick, no doubt, had many on his Island. That Blaxton broke in a bull to bit and bridle, and scampered upon its back over his domain,

then consisting of seven hundred and fifty acres, is not impossible, or perhaps improbable. He certainly used this animal in lieu of a horse in Rhode Island.

Motley describes the hermit mounted upon a very handsome mouse-colored bull which he had brought with him from England and tamed for his own riding, careering in a rapid gallop, along the sandy margin of the cove. His loose robes and long grey hair were streaming wildly in the summer wind, and as he flitted through the moonlight scene, he looked more like a fantastic creature of the imagination than an actual inhabitant of earth.

In the first of Holmes' "Three Pictures" of Boston Common, the poet gives us these lines :

All overgrown with bush and fern,
 And straggling clumps of tangled trees,
 With trunks that lean and boughs that turn,
 Bent eastward by the mastering breeze,—
 With spongy bogs that drip and fill
 A yellow pond with muddy rain,
 Beneath the shaggy southern hill,
 Lies, wet and low, the Shawmut plain.
 And hark! the trodden branches creak;
 A crow flaps off with startled scream;
 A straying woodchuck canters back;
 A bittern rises from the stream;
 Leaps from his lair a frightened deer;
 An otter plunges in the pool:—
 Here comes old Shawmut's pioneer,
 The parson on his brindled bull!

Blaxton probably removed the next spring, 1635, with a stock of cows which he had purchased with the money received for his land.

Lechford says that Blaxton "went from Boston because he would not join the church" and Cotton Mather says that "this man was, indeed of a particular humour, and he would never join himself to any of our churches, giving this reason for it, 'I came from England because I did not like the lord-bishops; but I can't join with you, because I would not be under the lord-brethren.'"

Mrs. Austin makes Blaxton cogitate as follows: "Was Blaxton sorry for his good nature when, after a little, Winthrop and his council kindly set apart fifty acres of the domain to which he had invited them, as his property, and proceeded to divide the rest among themselves? Cannot one picture the reserved and somewhat cynical hermit smoking his pipe beside his solitary fire in the evening of that day, and smiling to himself as he considered the condescension of the new government? And did haply some herald of coming Liberty suggest certain pithy queries to be more plainly worded on Boston Common a century or so later? Did the lonely man ask himself what right Governor Winthrop, or any other man, had to come into this wild country and dispossess the pioneer settlers of their holdings? True the king of England had given him that right. But where did the king of England himself get the authority to do so? He had neither bought the land of the natives, nor had he conquered them in fair fight: he simply had heard of a fair new world beyond the seas, and claimed it for his own by some arbitrary right divine, whose source no man could tell. The land was his, he said, and so he had sent these men in his name to take possession, to parcel out, to give or to withhold, from men as good as themselves, who had borne the heat and toil of the earlier days, and who had paid the savages full measure for the lands they held. What was this right divine? Why should kings so control the property of other men—men who only asked to live their own lives, and neither meddle nor make with king-craft? Why? And as William Blackstone, the for-

gotten pipe burned out, pondered this "Why", the yellow leaves of the young Liberty tree a few rods from his cottage door rustled impatiently, as though they felt the breath of 1775 already in their midst.

"It did not last very long. Not only were there disputes and heart burnings about proprietorship, but the Puritans who had come to New England professing a stanch adherence to the Church, and almost immediately proved false to her, could not forgive the quiet man who had no parade of religion, but never swerved from his ordination vows. They tried to persuade him, they tried to coerce him, and at last received the assurance that he who had exiled himself from England to avoid the tyranny of the Lord Bishops was not disposed to submit to that of the lord brethren, but would leave them to dispute with each other.

"So selling all that he had, Blaxton invested 30 pounds of purchase money in cattle, packed his books and some other matters upon his cows' backs, and driving the herd before him, passed over Boston neck and out into the wilderness, nor did he pause, until, upon a tributary of Narragansett Bay, he found a lonely and lovely spot, so far from white men or their ordinary line of travel as to rival the Isle of Juan Fernandez in solitude.

"Naming his domain Study Hill, Blaxton built another house, planted some young apple trees, carefully brought from the old orchard, set up his bookshelves, filled his pipe, and settled himself for forty years of happiness, dying just in time to escape King Philip's War."

His house was in the present town of Cumberland, in ancient Rehoboth, known as the Attleborough Gore. It stood near the site of the bridge that now unites the village of Lonsdale. The Indian name of the place was Wawepoonseag, said to signify "the place where birds are snared," being also mentioned in 1661 as the place where "one Blackstone now sojourneth." His cottage

stood at the foot of a hill which had three terraces, upon the second of which he dug his well; while the summit of the hill formed a place of retirement and study. His retreat was known as Study Hill. Rhode Island was then visited by Dutch and English traders, but Blaxton was the first permanent inhabitant of the colony.

He lived near Roger Williams but was "far from his opinions." Close by dwelt Samuel Gorton somewhat famous for his sufferings in the two colonies on account of his strange religious opinions.

McConnell says: "The effect of Blaxton's removal was to quicken his own zeal in his office. He began at once in his new home to officiate as a minister, and continued to do so until he died, an old man."

How Blaxton performed the labor of building his cottage at Boston or at Cumberland; how he took care of his "stock of cows," for he appears to have devoted much of his time to study, whether he kept servants or whether he performed all his labor with his own hands, the annals of the times have not revealed to us. Tradition says that he had a faithful servant named Abbott, his man Friday, who lived with him many years and as a reward received lands on what is now Abbott's run.

He was remarkable for his love of children. He did not shun men because he hated them, but because he did not want to mingle with their foolish dogmas and contentions.

He had some trade with his Indian neighbors, giving them fruits for furs.

The Indians at Boston and in Rhode Island were very friendly with him.

He occasionally preached in Providence, and the apples which he carried in his saddlebags and distributed to his hearers, the

first they had ever seen, must have added an acceptable flavor to his sermons.

A writer says: "The children came about him as they flocked around Goldsmith's parson, plucking his canonical coat to catch the good man's smile."

About this time he was accustomed to make occasional visits to Boston, riding on his bull which, Hopkins says, "was trained and tutored to that use."

The object of his pilgrimages may be surmised, for he shortly took unto himself a wife.

It cannot however be affirmed positively that the bride in going to Rhode Island travelled in the style of the lovely Europa, the bride of Jupiter.

On July 4, 1659, twenty-four years after he settled at Cumberland he was married to Sarah Stephenson, widow, by John Endicott, Governor. This widow had a son John, then fourteen years old, and he came with his mother to Study Hill and lived with Mr. Blaxton until the latter died. He was kind and dutiful to his mother and step-father during their declining years—and on their death, the court of Plymouth, for his kindness and filial conduct, ordered a portion of Blaxton's land to be given to him as a reward; and on this portion he lived in solitude until his death Sept. 16, 1695.

By his marriage Mr. Blaxton had one child, John, but the time of his birth is unknown, the date on the Rehoboth records being illegible.

This widow of John Stephenson lived on School street, Boston, on the site of the building in which Benjamin Franklin was born.

It is evident that after his marriage Blaxton maintained his studious habits and that, upon the top of his hill, he found opportunities for quiet contemplation, which the little voice soon heard

in his cottage did not always afford. It is likewise evident that he did not aim seriously at the accumulation of this world's goods. Forty years of labor at Study Hill increased his personal estate only by that number of pounds.

His wife died in 1673, two years before he himself finished his pilgrimage.

The ashes of Blaxton repose today, with those of his wife, at the foot of the slope of Study Hill, where in 1836 two rude stones marked the grave, the grave of a Churchman and the founder of Boston and of Rhode Island. His name has been given to a clerical club in Boston, to a river, a town, a street, a square, a point, a library association, and a cigar.

"Blaxton was no ordinary man. The glimpses that we have of his character prove that he possessed qualifications, which under other circumstances, might have made him one of the foremost men of New England. His motto was 'Toleration;' the thought being held in a lofty sense that never dawned upon the vision of Roger Williams. He appears every way superior to the times and stands like some tall rock in the sea whose summit is bathed in troubled light, while tumultuous waves beat below. At a later period he would have been the friend and co-laborer of Berkeley, and together they might have pursued the paths of contemplative philosophy, and labored to lay the foundations for education and the Church."

His son John became dissipated and, in 1713, was legally warned out of the town of Attleborough, having previously deeded his patrimony to David Whipple.

Tradition runs that Blaxton detected the tendencies of his son and observed sadly that Solomon was mistaken when he said that a man could not know whether his inheritance would descend to a wise man or a fool. Yet recent investigations have proved that the son was wiser than the father supposed, and that after sowing

his wild oats, he reformed and became a respectable member of society. The name of Blaxton is still preserved by his lineal descendants in Connecticut, who have done honor to the name.

In the Memorial History of Boston we read that Roger Williams records his death. He died in Cumberland May 26, 1675. "About a fortnight since your old acquaintance Mr. Blaxton departed this life in the fourscore year of his age; four days before his death he had a great pain in his breast, and back, and bowells, afterward he said he was well, had no paines, and should live; but he grew fainter, and yealded up his breath without a groane."

He was, perhaps, a victim of the irony of fate; getting an apple seed in his little sac, and dying of appendicitis.

An inventory of his property shows a house, 260 acres of land besides two shares in Providence meadows and the tract called Blaxton's Meadows. His library is said to have comprised 186 volumes in different languages, including eleven Latin folios and quartos; 10 manuscript volumes are supposed to have contained sermons of his own composition, or his account of the events of his time. Not long after his death his house, barns and library were all destroyed in King Philip's War.

In 1730 apples from Blaxton's orchard were sold in the Boston market. In 1830 three trees were still standing, and two of them bore fruit.

Not many years since the well he stoned was still to be seen

Drake, in his History and Antiquities of Boston, says: To this "memorable man" justice will eventually be done. And though the noble city, whose foundation he laid, be the last to honour his name, it will one day, it is not to be doubted, pay the debt which it owes his memory with interest.

For two hundred years the lonely grave of Blaxton might have been seen in the little village of Lonsdale, Rhode Island,

marked with two white stones from which the elements had obliterated the inscriptions. Amory says that in 1880 the grave was opened in the presence of Lorenzo Blackstone, of Norwich, Connecticut, a descendant, and President Gannell of the Rhode Island Historical Society. A quantity of bones were found and placed in a suitable receptacle. A large cotton mill was then in process of erection at that point, and when finished it was purposed to erect a handsome monument over the remains of William Blaxton.

Today there stands in the mill yard of the Ann and Hope Mill of the Lonsdale Company a substantial stone of good size, square, a truncated pyramid in form, resting on a broader base and capped by a gabled top-piece, forming the monument to his memory. In the gable at the top is carved a cross, and on the sides of the principal stone are cut these inscriptions:

The Grave of
The Reverend
William Blackstone
Founder of
The Town of Boston
and the
First White Settler
in Rhode Island

A Student of
Emanuel College
He took Holy Orders in
The Church of England
In Whose Communion
He lived and died.

Coming from Boston
To this spot in 1635
He died May 26, 1675
Aged over 80 years
And was here buried

Erected by the
Lineal Descendants of
William Blackstone
A. D. 1889.

LIST OF PAPERS READ BEFORE THE SOCIETY
IN 1912.

"Historical Pageants at Bath, England." Hon. Samuel P. Hadley, February 14, 1912.

"The Granites of Middlesex." Hon. Herbert E. Fletcher, May 8, 1912.

"Anne Bradstreet, the First New England Poetess." Mrs. G. C. Brock, October 9, 1912.

"William Blaxton, the First Settler of Boston." Rev. Wilson Waters, December 11, 1912.

The prizes offered by the Lowell Historical Society to the Graduating Class of the Lowell High School, for the best essays on "Lowell in the Civil War," were awarded as follows:—

First Prize, \$10 in Gold, to Miss Gladys Storm.

Second Prize, \$5 in gold, to Mr. Stanley Worth.

ANNUAL REPORT OF THE EXECUTIVE COMMITTEE FOR 1912-1913.

PREPARED AND READ BY SOLON W. STEVENS, PRESIDENT.
FEBRUARY 12, 1913.

Another year has passed since the attention of this Society was called to the last annual report of its Executive Committee.

The attendance at the several stated meetings has not been as large as it ought to have been considering the important and interesting matters which this Society represents, yet it is gratifying to remember that at least a few of our citizens deem the ideals we aim at worthy of some consideration in spite of the numerous shows which constantly appeal to the imagination and curiosity of the multitude.

During the past year we have had four interesting and instructive papers read in our hearing, papers with one exception prepared by members of our own Society, thus showing that within our own membership there is the ability which only needs a willingness to be exercised whereby both instruction and entertainment may be afforded to attentive listeners.

On the 14th of February, 1912, a paper was read by the Hon. Samuel P. Hadley on "The Historical Pageant of Bath, England." The writer was a witness of the scene thus graphically described, and it goes without saying that the paper afforded great profit and enjoyment.

Hon. Herbert E. Fletcher gave us on the 8th of May, 1912 an instructive paper on the "The Granites of Middlesex," and we were all surprised to learn how much geological history lies hidden in the rough and rugged ledges of our famous Middlesex County.

"Anne Bradstreet, the first New England poetess"—the Anne Bradstreet who was the mother of eight children who thus alluded to her offspring;

"I had eight birds hatch't in the nest;
Four cocks there were, and hens the rest.
I nurs't them up with pains and care,
For cost nor labor did I spare;
'Till at the last they felt their wing;
Mounted the trees and learned to sing;"—

was the subject of an excellent paper prepared and read by Mrs. Greenleaf C. Brock on October 9th, 1912. The quaintness of the style of this poetess together with a short sketch of her life were set forth in a very interesting manner by the author of this paper.

On December 11, 1912, Rev. Wilson Waters gave a very entertaining sketch of "William Blaxton, the first settler of Boston," sometimes called "The Hermit of Shawmut." Like everything which comes from the pen of this gentleman his paper bore evidence of scholarly research and refined literary style.

There is one subject to which your President desires to allude briefly, not with the expectation that definite action need be immediately taken but that the idea may rest upon the minds of our members for serious consideration, and that is, the importance and the possibility of securing quarters for the exclusive and permanent use of the Lowell Historical Society connected with a vault or safety deposit receptacle, for its meetings, the preservation of its treasures, its library, its memorials, and its various objects of historic interest which are now hidden from the sight of members and strangers who may chance to visit the City, and the citizens of Lowell generally.

The Lowell Historical Society has honorable mention among other Historical Societies of the State, but we are not at present so situated as to maintain the dignified aspect which a society of this nature demands.

By the kindness of Mr. Warren L. Floyd your President recently had the opportunity of examining the treasures in the

archives of the First Baptist Church in this City, wherein are to be found an astonishing amount of newspaper clippings, photographs, mementoes and various relics of historic interest relative, not alone to matters of this church but intimately connected with the history and development of Lowell from 1826 to the present time. Doubtless other churches in the City have similar annals of historic data. And the suggestion arose whether much of this material would not be transferred to the care and custody of the Lowell Historical Society under proper conditions of security. Perhaps this suggestion might take the form of co-operation on the part of the churches with this Society in thus securely preserving much material which is priceless in value and which must necessarily be examined when at some future time a complete history of Lowell needs to be written.

These suggestions thus briefly and somewhat crudely presented are made at this time, in order that they may be deemed worthy of your thought and in the hope that ere long they may be dealt with in a practical manner.

It is reasonable to suppose that if the ideas thus merely hinted at could take some form of practical efficiency it would stimulate an interest in the work in which we are engaged, increase our membership, and lead the public to realize more keenly the importance of the successful maintenance of an institution which labors to perpetuate the history of Lowell and its adjacent towns.

CAPT. GEORGE A. GORDON, a corresponding member of this society and widely known as an expert genealogist, died May 3d, 1912 at his home in Somerville, Massachusetts, at the age of 86 years. He was born in Dover, New Hampshire, and was graduated from Dartmouth College in 1846. He was by profession a civil engineer and assisted in the construction of the Atlantic Cotton Mills in Lawrence, Mass., the Manchester Print Works, in New

Hampshire, and the Cotton Mills of Lewiston, Maine. He came to Lowell shortly after 1866 when he was put in charge of the advertising department of the J. C. Ayer Company. He was very fond of literary and genealogical work, and to this line of study the later years of his life were devoted. For the last 28 years of his life he lived in Somerville, Mass., and was connected with the *Somerville Journal*. He was a member of the New England Historic Genealogical Society, during which time he prepared and published several family genealogies. He was well known in Lowell and was highly regarded as a citizen and as an expert in genealogical studies.

MAJOR CHARLES A. STOTT, former Mayor of Lowell and one of the most prominent men in the State in Grand Army and political circles, died at his home 173 Nesmith street on the morning of October 31st, 1912 at the age of 77 years.

Major Stott was born in Dracut in 1835, and received his education in the public schools. Previous to the civil war he was Captain of Company H, Sixth Regiment, M. V. M., and upon the enlistment of that regiment he was mustered in as its Major serving nine months under Col. Follansbee at Suffolk, Va. He commanded the esteem of his fellow men in many positions of public responsibility. He was a member of the City Council in 1859-60, an alderman in 1869-70, mayor of Lowell in 1876-1877, member of Massachusetts Commandery Loyal Legion, Commander of Post 42, G. A. R. in 1874-75, member of the Lowell Board of Trade, of the National Association of Wool Manufacturers, of Boston, director in the Prescott National Bank, president of the Lowell Mutual Fire Insurance Co., a member of the Home Club of Massachusetts, chairman of the Republican State Committee in 1881-82, and was chosen presidential elector in 1884. He was a conspicuous figure in our streets—a man honored for his integrity in private and public life—the idol of a devoted

family—radiant as sunlight in mind, disposition, and heart—a man loved and esteemed by us all and sincerely mourned by hosts of friends.

DR. GEORGE C. OSGOOD, one of our oldest and most highly respected citizens, died at his home on Bowers street on the 4th day of January, 1913. No more fitting tribute could be paid this man than that expressed by Rev. Smith Baker of this City who was his intimate friend for more than forty years, from which expression of appreciation the following words are quoted:

“Dr. Osgood was a deeply religious man, and not merely religious but spiritual, conservative in his opinions and humble in his heart. He had a childlike trust in Christ which was like an anchor to the soul entering into that within the veil.

He was a conscientious man, sincere and honest in his words and motives. There was no affectation or pretense or saying what he did not mean or appearing to be more than he was. He did not seem to be as much as he was. His sincerity was the basis of his character.

Thus has passed from the community a sincere, gentle, firm, generous Christian gentleman, whose spoken words and silent character were always on the right side of all moral questions and were a testimonial to the Christian religion.”

Thus one by one our associates vanish from sight into the “vast embrace of God’s encircling Arm.” What becomes of the withheld completions of their lives—what becomes of their struggles for the attainment of high ideals, their outpouring of friendship and affection, and their cravings for love and sympathy? The words of Barry Cornwall come to mind as we stand around the bier, “methinks such things should not die and

dissipate, when a hair can live for centuries, and a brick of Egypt will last 3000 years. I am content to believe that somehow, somewhere the mind of man survives his clay."

Respectfully submitted,

SOLON W. STEVENS,

President.

THE CANALS OF LOWELL.

LOWELL HIGH SCHOOL HISTORICAL ESSAY.
BY MISS ANGELA V. O'BRIEN, OF THE CLASS OF 1913.

Strangers, on leaving our city often take away with them the idea that Lowell is no more than a thriving manufacturing city, with nothing very attractive about it, a few fine public buildings, and, maybe, some churches of notable appearance. The average visitor in Lowell does not appreciate the beauty spots in the city;—Pawtucket Falls, the Canal Walk, the rapids of the Merrimack, the beautiful residences, and, interspersed through the city, like so many glistening threads, the series of canals.

These canals, besides being attractive, have been very essential to the progress of the city, for it was through them the great manufacturing interests, which make Lowell one of the most famous cities in the world, were built up.

In the early days, Lowell was but a primitive town lighted by oil lamps, without locomotives, street-cars, telegraph or telephone. Less than one thousand persons, inhabited the town and most of these were employed by the Merrimack Manufacturing Company. The people, who were frugal and industrious, represented several nationalities, all animated by a common purpose, that of earning a living.

Conspicuous among the buildings of those days were "The Mansion House," kept by Captain Jonathan Tyler where the Massachusetts Mills now stand; the popular hotel on Pawtucket street, which afterwards became the residence of Doctor J. C. Ayer; Judge Livermore's residence, now St. John's Hospital; and the rows of low huts east of the North Common, usually called the "Acre."

Before the building of the canals, there were a few manufactures in Lowell, but of a primitive sort. The manner of bleaching cloth in those days is very interesting. It was done by spreading the cloth on the ground, pinning it down with sticks, and sprinkling it with a watering-pot. The cloth was then left for the sun to bleach.

But a great impediment to manufacturing, as well as to the transportation of timber, and other products, was the rocky bed and dangerous falls of the Merrimack river. These Pawtucket Falls had a descent of thirty-two feet not perpendicular, but in circuitous channels, and a violent current. When lumber was being brought over these falls, the descent was accomplished with great danger, and in order to avoid this, a canal around the falls was suggested.

In June, 1796, Dudley Tyng, William Coombs, and others were incorporated as the Proprietors of the Locks and Canals on the Merrimack River, for the purpose of making the river passable for boats, rafts, and masts. On the eleventh of March, 1793, the contract for a canal, not longer than a mile and a half, and not wider than thirty feet, was given to Joseph Tyng. Soon operations were commenced. The course of a canal was laid out from a point on the southern shore of the Merrimack just above the falls, extending over a mile to the Concord river just above its confluence with the Merrimack. The canal had four locks, and cost fifty thousand dollars. In 1796, it was finished. An incident occurred, as the first boat was passing through it which will long be remembered. Since the canal was the first to be built in the country, thousands of people had gathered to witness the passage of the first boat. They stood around and upon the first lock, and, as soon as the boat containing directors and prominent people, had entered the lock, the sides of this suddenly gave way. Both spectators and voyagers were submerged, and carried violently

down the stream. Fortunately no life was lost. This inauspicious beginning was attended with consequences no more serious than an unexpected bath—and a great fright.

For a short time, the canal did much business, transporting logs, and furnishing a passage for the products of the northern forests to the eastern markets, which were rapidly using up an immense amount of building material. But the future had other uses for the waters of the canal than that of transportation of produce, for, in 1821, it was relied upon to furnish water-power for the city's manufacturing interests. The property of the company fell into the hands of a Boston syndicate which appointed new directors, and bought a great amount of land but retained the name of the Proprietors of the Locks and Canals on Merrimack River, and this company up to the present day controls the water-power of the Merrimack River at Lowell.

One of the reasons why the fame of the Pawtucket Canal was short-lived, was the building of another greater waterway;—namely, the Middlesex Canal. This Canal was considered the greatest of its time. It was thirty feet wide, four feet deep, with twenty locks, seven aqueducts and was spanned by fifty bridges. The cost was five hundred thousand dollars. For its course, two routes were considered. The rejected one was selected forty years later for the Boston and Lowell Railroad. The accepted one began at Charlestown, went through Medford, Woburn and Wilmington, where it crossed the Shawsheen river by an aqueduct of one hundred and fifty feet, entered the Concord river by a stone guard lock, passed out on the northern side by a similar way, and went through Chelmsford to the Merrimack river, thus making its entire course twenty-seven and one-fourth miles.

The progress of the work on the canal was slow and discouraging. It was difficult to purchase land, and much diplomacy had to be used in order to get it at a reasonable price; also, labor

was scarce, although the pay, ten dollars a month, was as much as could be earned elsewhere by manual labor. However, the canal was finally completed in 1802, and was opened to the public the following year.

Lumber and firewood formed a considerable item in the business of the canal, and the Navy Yard at Charlestown relied upon it for most of the material used in shipbuilding. Agricultural products from the north, and granite from Tyngsborough were taken to Boston, while return boats supplied taverns and country stores with all sorts of goods. Passengers were also carried to and from Boston in the neat packet "Governor Sullivan." People in the present day, who, when traveling, make use of swiftly moving locomotives, steamers, or automobiles, would perhaps have enjoyed the trip, with ample time to view the peaceful New England scenery as they traveled along at the rate of four miles an hour. The boats were numbered conspicuously, like the street cars of today. They were, usually, forty feet long and nine feet wide, having a crew of two men, one to steer, and the other to pole. When a boat approached a lock, the steersman sounded his horn to secure the attention of the lock tender, but on Sunday no noise was allowed, as it disturbed those in church. All navigation ceased at dark, and at every lock there was a tavern where the boatmen gathered and made things lively.

Meanwhile, the canal was increasing in value. The wooden locks were replaced by stone ones, and all prospects seemed rosy, when a dangerous competitor presented itself in the shape of the Boston and Lowell Railroad. This involved the interests of the canal greatly, the dividends dropped and, despite the plucky resistance of the canal, the locomotive emerged triumphant.

A plan was now proposed, to have the canal furnish water to the city of Boston, whose supply was running short. However, the plan came to nothing and the canal was doomed. In spite of

all efforts it was discontinued in 1846, and was later sold for one hundred and thirty thousand dollars. In 1859 a decree was issued by the Supreme Court, by which all the franchises and privileges of the company were forfeited.

Although the canal in a pecuniary sense, was a failure, yet it was a gigantic engineering feat, and had far-reaching results. Up to the time of its building, the only means of transportation had been by turnpike road, and the heavy tolls exacted, made this very expensive. The Middlesex canal was the first step toward the solution of the problem of cheap transportation.

Inseparably associated with the Middlesex Canal, is the name of Loammi Baldwin, its famous engineer. Entering the Revolutionary army, he rose to the position of Colonel. With Washington he crossed the Delaware in 1776, and fought in the battle of Trenton. Shattered in health he retired from the army and settled in Woburn. It is interesting to note, that the famous Baldwin apple derives its name from him.

The importance of the canals, in supplying water-power for the various manufacturing interests of the city was now generally recognized. In 1822, Patrick Jackson, Nathan Appleton, Kirk Boott, and others, members of the Merrimack Manufacturing Company, built a dam across the Merrimack above the falls, widened the Pawtucket canal to sixty-feet and built the Merrimack Canal. This canal furnishes power to the Machine Shop, the Lowell Company, Merrimack Manufacturing Company and the grist-mill on Anne street.

The next canal to be opened was the Western in 1831. It was originally fed by the Pawtucket Canal, the entrance being near the Swamp Locks. It is now fed by the Northern Canal and connects with the Merrimack by the subterranean Moody street Feeder. It assists in supplying power to the Tremont, Merrimack and Lawrence Mills.

The above mentioned Moody Street Feeder is very little known in Lowell. It runs under Moody street emptying into the Merrimack canal at Anne street. When it was being built the men worked on it day and night.

In 1835 the Eastern canal was built. It is the shortest of all the canals being only one thousand nine hundred and thirteen feet long. It is fed by the Pawtucket canal and supplies the Prescott, Massachusetts, and Boott Mills with power.

One of the most useful of the canals is the Wamesit, opened in 1846, and built by Messrs. Whipple, Hale and Tileston. It is three thousand one hundred and twenty-five feet long, and supplies power from the Concord river to Faulkner's, Chase's, the Belvidere Woolen mills, and the United States Bunting Company.

The Northern canal, built in 1847, under the direction of James B. Francis, is a lasting monument to his memory. It is four thousand, three hundred and seventy-three feet long, one hundred feet wide, fifteen feet deep, and is cut mostly through solid rock. Its green banks, lined with trees, the waters of the Merrimack, in their turbulent strength, the opposite of the staid, calm going canal, afford a pleasing prospect. But its principal feature is its immense head gates, which are worked so readily by water-power, that they shut during the noon hour to retain the waste water.

James B. Francis, the genius of the Northern canal, is an eminent figure in Lowell history. Coming to America from England, when eighteen years old, he found employment in Boston, and later, in Lowell with the Locks and Canals Company. He rose rapidly till he became consulting engineer. In Lowell there are two monuments to his memory; the Northern canal with its massive strength and perfection of execution, and the Guard Locks at the Pawtucket canal. The latter has a huge gate twenty-seven feet wide, and twenty-five feet deep, destined to save the city

in time of flood. It was considered a piece of madness, and was dubbed, "Francis' Folly." In 1852 a great freshet occurred, and, but for this gate, the city would have been destroyed. From that time no one was heard to scoff at the gate.

The Northern canal was the last water-way of importance built in Lowell. The value of these canals can scarcely be estimated. Through them the city has grown wonderfully, and now embraces a multitude of varied interests. The cotton mills of Lowell are famed throughout the world, while other widely known firms help to increase the importance of our city.

Today, all the canals are used to supply power to the various mills, with the exception of the Middlesex canal, which lies, unused and forgotten, just outside the city. Its course may be traced with little difficulty, from the Merrimack at Middlesex Village to the basin at Charlestown. Its course has changed greatly. At one point a sewer runs along its bed, at another it is a cowpath, or a highway, while at Wilmington the stone sides of a lock have become the lateral walls of the cellar of a dwelling-house.

The canals of Lowell have been a means of prosperity and advancement, not only to their own city, but to others as well. Undreamed of industries have been opened up by them. In their steady, even courses, they represent a reliability, which the Merrimack, with all its beauty, does not possess. They have given artistic beauty to Lowell in their winding ways through its mazes, and have virtually divided the city into islands, spanned by over one hundred bridges; they have also given to Lowell the unique title by which the city is known as "The Venice of America."

EARLY LEGISLATION RELATING TO LOWELL AND VICINITY.

BY HON. SAMUEL P. HADLEY. READ OCTOBER 8, 1913.

An examination of the volumes of Massachusetts Special Laws between 1825 and 1834, discloses quite a number having reference to the Town of Lowell, then in its early stages of growth and development, which are not without interest to old residents.

And first I would call attention to early legislation in regard to railroads, and especially to a special Act creating a railroad scheme in which our then young town was to play an important part.

Some idea of the prevailing ignorance in the country in regard to railroads, may be obtained by an examination of some of the early charters granted about 1830, when the railroad fever was just developing. This was not by any means strange. Railroads were an entirely new departure, setting aside old and familiar forms of locomotion, and, in a variety of ways, tending to upset the old order of things. They were a new thing in England, the country of their origin and development. It was with railroads in the 30's much as it was in the 40's in regard to ocean steam navigation. The public mind was not favorable to railroads when they were first projected.

It is said that, notwithstanding the proved feasibility of railroads, the public mind at large in England could not be stimulated to give any heed to the subject; an illustration of the well-known conservatism and distrust of change so characteristic of the race. It is shown in this, as in the analagous case of steamboats, that the world may remain skeptical of an invention even after it has been practically established. It was uphill work in England with the projectors and promoters of railroads. Stephenson, Gray, William James and others were treated with little favor, and it

was not until Joseph Saunders of Liverpool built the Liverpool and Manchester road in 1830, the same year the Boston and Lowell road was incorporated, that the present British railroad system was fully inaugurated.

This opposition in this country continued down to 1840. I can well remember when a boy hearing the railroad spoken of by intelligent persons as an enterprise of doubtful value with a cloudy future. They would, it was claimed, injure rather than benefit the country towns. I have heard my father say that Billerica people at the centre, were rejoiced that their hill was too high for the grade of the Boston and Lowell road. It was contended that railroads would do away with horses, a proposition not to be considered for a moment; the noise of trains rushing through the country would work deadly harm to the sick; they would burn buildings and woods by scattering sparks; they would destroy the business of the good, old well-established inns and taverns; corrupt the morals of the simple-hearted, piously trained, country people, by introducing the vices and depravities of city life; destroy lives by terrible accidents, as witness the awful death of Mr. Huskisson in England, or at road crossings.

But these objections and prophesies appear to have had little weight with the General Court in the early thirties. The railroad was bound to come, but it is evident that the Beacon Hill solons of that day failed to apprehend or appreciate the character of this new subject of legislation which was so soon to become a tremendously powerful instrumentality in the growth and development of the country.

Some of these early charters were most extraordinary in the powers conferred, and wholly destitute of proper safeguards. Here is one for example: In 1831 by Chap. 57, William Sturgis and thirty-four others, were incorporated under the name of the "The Boston and Ontario Railroad Corporation"

and were authorized and empowered "to locate, construct, and finally complete a railroad beginning at any point in or near the town of Lowell, in the County of Middlesex, and running thence to the northerly or westerly line of the Commonwealth in such manner and form as they shall deem to be most expedient; and for this purpose the said corporation are authorized to lay out their road six rods wide through the whole length; and for the purpose of cuttings, embankments and stone and gravel, may take as much more land as may be necessary for the proper construction and security of said road."

Under this charter all the corporators had to do was to organize, file the location of the road with the County Commissioners of Middlesex County, and then set the shovels, picks, and dump-carts at work. Land damages, if not settled by agreement, were to be estimated and recovered in the manner provided by law for the recovery of damages for land taken for highways.

All the old charters granted in the early 30's were drawn like this one, the Boston and Providence, Boston and Worcester, Boston and Taunton among the number. The charters of later date, set forth by metes, courses and bounds the location of the road in conformity to the law of 1833. It is interesting to compare these early charters with the exacting, well-guarded, and thoroughly business requirements of our general railroad law.

The General Court at the session of 1833 appear to have waked up to the importance of enacting some sharply defined, and clearly drawn regulations in regard to the granting of railroad charters, and the result was the passage of the important law of that year, which with its additions and amendments, for a long time governed the granting of charters, and which was embodied in the Revised Statutes and succeeding revisions and served until the passage of the General Railroad Law.

A singular fact is disclosed by these old charters. The General Court apparently placed railroads on the same footing as turnpikes and canals, and they were to serve the public in a similar manner. The turnpikes and canals were chartered ways of transportation, over which any one could run his carriage or boat by obeying the rules and paying toll. The railroad was to afford similar service. Evidently the Legislature did not contemplate that the incorporators were to be common carriers, and furnish the rolling stock.

The following is an extract from the charter of the Boston and Lowell: "That transportation of persons and property, the construction of wheels, the form of cars and carriages, the weight of load, and all other matters and things in relation to the use of said road, shall be in conformity to such rules, regulations, and provisions as the Directors shall from time to time prescribe and direct, and such road may be used by any persons who shall comply with such rules and regulations, and the corporation is authorized to erect toll-houses, establish gates, appoint toll-collectors, and demand toll upon the road, when completed."

To return to the incorporation of the Boston and Ontario Railroad; the inquiry arises,—What were the business ideas of these incorporators, many of whom, as will be noticed, were men of wealth and business ability, in projecting this railroad from Lowell to the west in 1831, so early in the history of railroad building in New England?

It would be interesting to read the arguments used in the General Court at the time this bill was asked for.

Perhaps a plausible answer may be given to this question by the statement of a few facts.

In 1830 the population of Lowell was 6477, about double that in 1828. In 1830 only four corporations were in operation, the Merrimack, Hamilton, Appleton, and Lowell. The Middlesex,

Tremont, Suffolk, and Lawrence, were chartered in 1830 and were about to begin the erection of their plants. In addition to these contemplated enterprises on the part of the business men of Boston in the line of the manufacture of cotton fabrics, which would increase to an enormous extent the number of operatives and the number of persons directly interested in providing for their care and comfort, a vast number of individual enterprises, for manufacture and trade had begun to seek Lowell from all parts of New England. In view of the increase in population already shown, and the likelihood for the reasons indicated that this rate of increase would be maintained, these railroad projectors were led to believe that Lowell in 1840 would show a population of 90,000, about one half of the then population of Boston. They thought they saw a great manufacturing metropolis.

The names of these incorporators are as follows: William Sturgis, Amos Binney, Henry Williams, George Bond, Samuel Whitwell, Luther Faulkner, Henry H. Fuller, Jonas B. Brown, Pliny Cutler, George Hallet, Winslow Wright, Nathaniel Hammond, Joseph T. Buckingham, James K. Mills, Eliphalet Williams, John P. Bigelow, George Morey, William Parker, Isaac Danforth, Daniel Hastings, E. A. Winchester, W. Winchester, Reuben Richards, Jr., John G. Thompson, A. Chandler, Thomas B. Wales, William Dehon, Andrew Dunlap, Ward Jackson, Henry Rice, Cornelius Coolidge, Thomas R. Sewall, John Brown, Jonathan Whitney and David Moody.

There is a list of good old New England names for you and it smacks of good old times to read them.

It reads like the muster-roll of a company of old continental minute-men. All honor to them! They did not build their "Ontario Railroad" but they believed in Lowell, and were full of hope and confidence in the young town.

Here is an Act passed by the General Court in 1815, which shows what a deep interest our fathers felt in the manufacture of cottons and woolens, which sprung from a patriotic desire to be independent of foreign countries, especially Great Britain, in clothing our people, the bitterness of the war of 1812 still abiding in full force.

The Act is entitled,

"An Act to establish the Massachusetts Society for the Encouragement of Manufactures.

"Be it enacted, etc., etc., that James Richardson, of Dedham, Samuel Crocker, of Taunton, Francis C. Lowell and Charles Davis, of Boston, Josiah Fisk, of Wrentham, Lyman Tiffany, of Medway and Eli Richardson, of Franklin, and those who now are, or hereafter may be associated with them, be, and they hereby are constituted a body politic and corporate by the name of The Massachusetts Society for the Encouragement of Manufactures.

"Sec. 3. That the powers of said corporation be limited to the promotion and encouragement of the manufacture of cotton and wool, by collecting and preserving useful books and models of machinery, and communicating new inventions and improvements in the manufacture of cotton and wool to the manufacturers thereof in this Commonwealth." (App'd Feb. 15, 1816.)

Here is an Act of the General Court passed in 1819 being Chap. 51 of that year, which proves that the attempt to improve the navigation of the Merrimack, now being agitated, is a very old matter.

It is entitled "An Act to incorporate William Bartlett, Moses Brown, John P. Pettingill and others, as Proprietors of the Merrimack Canal, and in Section 4 it is provided that the said proprietors be, and they are hereby authorized and empowered, within the term of six years from the passage of this Act, to open and cut a canal from the head of Hunt's Falls in Merrimack River to

the tide-waters of said river, to erect such locks and dams as may be necessary in order to admit the passage of boats, rafts, and masts into and through the said canal and to the tide-waters of said river."

Nothing appears to have been done by the incorporators under the authority of this Act.

By Chap. 110 of the Acts of 1824, Joseph Bradley, Ezekiel Cheever, Abijah Fox, Ezekiel Fox, and Peter Heaselton, were incorporated as the "Central Bridge Corporation," and were authorized to erect a bridge at Bradley's Ferry (so called) between the towns of Dracut and Chelmsford, and said bridge shall be of good materials, not less than twenty-eight feet wide, and covered with plank and timber, and shall always keep one sidewalk with sufficient rails, and shall be boarded up eighteen inches high from the floor of said bridge for the safety of passengers, and said bridge shall at all times be kept in good, safe and passable repair.

Section 6 provided that the rates of toll on said bridge shall be written on a signboard in large letters, and such signboard shall be constantly exposed to view over such toll-house as may be erected, but no toll shall be demanded from any person or persons passing said bridge on military duty, and at all times, when the tax-gatherer shall not be attending his duty, the gate shall be left open for the passages of said bridge, free of charge.

The foregoing is a pretty rough piece of English, but its meaning is plain enough. And here let me say that I think the present name of the small square of ground at the north end of Central Bridge, "Varnum Park," is a misnomer. It should be called "Bradley Park" in remembrance of Joseph Bradley and his Ferry.

In 1833, by Chapter 53, Benjamin F. Varnum, Joseph Bradley, William T. Heydock E. R. Olcott, Jonathan Morse, 2d, Joshua Bennett, Elisha Fuller, J. B. French, Thomas P. Goodhue,

Humphrey Webster, John P. Robinson, Darius Young, and Jonathan M. Dexter, were incorporated by the name of the "Central Academy," in the town of Dracut, in the County of Middlesex, "to hold real estate of the value of \$15,000," and may establish a fund for the use of the academy, provided the income shall not exceed \$5000 annually, and shall be applied exclusively to the purposes of education.

This charter created the old Dracut Academy, as it is commonly called, an institution which furnished a part or the whole of the advanced education of many of the old residents of Dracut and Lowell, male and female. It did a good work in its day and was well attended. I do not know that there is a single alumnus or alumna of the school now living. My only sister, eight years my senior, was a member of the old academy and during the week boarded with an aunt, Mrs. Daniel Varnum, on Bridge street. While my sister was a pupil at the academy I went down to see her, and she took me with her and I attended a session. I have a perfect recollection of the event. I was six years old at the time, 1837. My recollection is that the Preceptor, at this time, was a Mr. Witherell.

In 1833, by Chapter 183, John Nesmith, Alpheus Smith, Aaron Mansur and others, were incorporated by the name of the "Belvidere Female Seminary" to be established in Tewksbury, in the County of Middlesex, with the power of holding real and personal estate, not exceeding the sum of ten thousand dollars.

I do not know the history of this educational enterprise. The village of Belvidere was annexed to Lowell in the following year, but what became of the Seminary bearing its name I have no knowledge.

In 1832, by Chapter 11, Robert Brinley, Daniel Richardson, Calvin Thomas, Joseph Butterfield, Joseph Upton, and Jonas Kendall, were incorporated by the name of the Tyngsborough

Glass Company, for the purpose of manufacturing window-glass in the town of Tyngsborough, in the County of Middlesex, with a capital of not more than \$30,000 real and \$50,000 personal. The questions are, Did this company ever organize? Erect any buildings, or make any window-glass? Was it an opposition company to the Chelmsford Company?

By Chap. 202, of 1833, William Davidson, Edward R. Olcott, and William T. Heydock, and their successors, were incorporated by the name of the Lowell Gas Light Company, for the purpose of manufacturing and selling gas in the town of Lowell, and in 1837, Chap. 91, Kirk Boott, Robert Means, and John Aiken were incorporated as the Lowell Gas Company, and were authorized to dig up and open any street or way within the city, for the purpose of placing such pipes as may be necessary for the conveyance and distribution of the gas, or for repairs or extension of the same. .

The incorporators named in the first act, were Deacon Davidson of the 1st Congregational Church, well remembered by many of us: Messrs. Heydock and Olcott were in partnership as practising lawyers. Their names appear quite frequently in the old dockets of the Police Court.

In 1831, Chap. 28, Joseph Bradley, Ira Frye, and others were incorporated by the name the Boston and Lowell Stage Company, for the purpose of carrying passengers between the town of Lowell and the city of Boston, the name of the company to be conspicuously affixed to all carriages used by them under a penalty of \$10 of each day of neglect, and no greater sum than five cents per mile to be demanded, under a penalty of \$10 to be sued for and recovered by any party aggrieved.

By the terms of this charter, the company could charge \$1.35 for a ride between the two cities. I believe the fare was \$1, the same as by railroad.

These old Boston stages are remembered by a few of us.

In 1827, Chap. 124, Kirk Boott, Paul Moody, Charles Smith, and Cyril Coburn were incorporated as the "Lowell Brewery," for the purpose of manufacturing malt-liquor in the town of Lowell. When I was a boy there was a brewery on Middlesex Street, north side, near the present railroad station, just west of the railroad crossing, where we were told "strong beer," as it was called, was made, but whether it was carried on under the act just cited I do not know. Kirk Boott, though born in this country, had spent his youth in England, was educated at Rugby, and probably had an Englishman's good opinion of malt-liquor.

Let me say here, that Kirk Boott was the son of Kirk Boott, an Englishman, who came to the United States with his family and was naturalized together with his wife Mary and daughter Frances, by a special Act of the General Court, on November 16, 1787.

Many persons especially those of the younger generation, who are visitors at the Country Club on Tyng's Island, have now and then sought of me some information in regard to public works which once existed at that point on the river.

For the enlightenment of those interested, I give below the Act of 1812, Chapter 113, which may aid them in understanding the situation.

This Act provides as follows: "The Proprietors of Middlesex Canal are hereby authorized and empowered in order to make Merrimack River completely and conveniently navigable for boats from the said canal to Merrimack River to the boundary of the State, to make and construct a lock and a dam at the rapids in Tyngsborough, known by the name of Wicassee Falls, at such place or point of said rapids or falls, and on whichsoever side of the island that may be found most convenient." The company

was required to keep and maintain an opening, slope, or fishway in the dam for the passage of fish and rafts.

The Act of 1793 in which this power appears, was amended in 1814, Chap. 100, and reads as follows:

Be it enacted, etc., etc., That the Proprietors of Middlesex Canal be, and hereby are authorized and empowered to demand and receive toll on boats and rafts that shall pass Wicassee Lock and Canal in the town of Tyngsborough in this Commonwealth, at the following rates, viz: For every cord of pine wood, eight cents, for every other kind of wood ten cents per cord; for every ton of merchandise or other loading, ten cents; for other articles going down the canal, one-tenth of the toll now collected on the same articles at the Middlesex Canal, Feb. 11, 1815.

The raising of the water by dam at Pawtucket pretty effectually smoothed out the Wicassee Falls, but the remains of the old lock can be clearly seen where the canal leaves the river just north of the boat house.

LIST OF PAPERS
READ BEFORE THE SOCIETY IN 1913.

"The Schools of the Revolution, and a possible revolution in the Modern Schools." Mr. Edward J. Cox, February 12, 1913.

"Our Industrial Growth." Alfred P. Sawyer, Esq., May 14, 1913.

"Early Legislation Relating to Lowell and Vicinity." Hon. Samuel P. Hadley, October 8, 1913.

"The Massacre at Lancaster and the Story of Mrs. Rowlandson." Mrs. Augusta Richardson Brigham, December 10, 1913.

The Prizes offered by the Lowell Historical Society to the Graduating Class of the Lowell High School, for the best essays on "The Canals of Lowell," were awarded as follows:—

First Prize, \$10 in gold, to Miss Angela V. O'Brien.

Second Prize, \$5 in gold, to Mr. William E. White.

ANNUAL REPORT OF THE EXECUTIVE COMMITTEE FOR 1913-14.

PREPARED AND READ BY SOLON W. STEVENS, PRESIDENT,
FEBRUARY 11, 1914.

The time has come for another Annual Report of the Executive Committee of our Society. We have recently published Part 3 of Volume 1 of the Contributions of this Society, thus giving to the public a series of unusually interesting articles relative to the events which have formed an important part in the development of the City of Lowell and its adjacent communities.

The following is a list of the subjects which have been presented to our notice at the stated several meetings.

On February 14th, 1913 a paper by Edward J. Cox of Newton, Mass., on "The Schools of the Revolution and a possible revolution in the Modern Schools" was read.

May 14th, 1913, a very interesting and instructive paper on "Our Industrial Growth," was given by Alfred P. Sawyer, Esq.

October 8th, 1913, an interesting address on "Early Legislation Relating to Lowell and Vicinity," was given by the Hon. Samuel P. Hadley.

December 10, 1913, an interesting paper on "The Massacre at Lancaster and the Story of Mrs. Rowlandson," was given by Mrs. Augusta Richardson Brigham, of Boston.

In these strenuous days when old-time standards of judgment in political, moral, social and even religious matters appear to be dissolving into "inocuous desuetude," while people are calling for a change from established methods in order to be "up to date," we cannot fail to realize with what seeming rapidity the successive years glide away, as they bring alternately pleasure and sorrow to all of us regardless of station or condition.

Without attempting to controvert or to uphold this "time-spirit" so called, and with complete indifference as to whether it be considered evolutionary or revolutionary, we venture to offer a few suggestions as to the breadth and scope of the work of our organization, as an historical society with reference to its future usefulness and prosperity.

It will be remembered that at the September meeting Judge Hadley spoke incidentally, yet earnestly, relative to the idea of enlarging the work of our Society by way of considering other districts of our county and state beyond Lowell and its adjacent towns, as a legitimate field for research in historical matters, to the end that both our active and corresponding members may be stimulated to prepare literary communications to be read at our meetings.

We believe the ideas thus suggested are worthy of consideration. We recognize that our work is in the main local, but in order to make our meetings attractive and instructive, why should we not invite contributions of a literary character, not only from adjacent towns but from the whole of Middlesex County.

As an organization, our outlook is easily broader than in the days when it was styled an Old Residents' Historical Association. There are thoughtful and competent people in our membership who could at the cost of time and patience give us valuable literary contributions on these and kindred themes.

These suggestions are made in the hope that thereby a new interest may be stimulated in the literary and intellectual phase of our efforts as a Historical Society. We are living on historic ground, and it would seem that local pride should prompt zealous effort to rescue the prestige of our New England cities and towns from passing into oblivion, and that the patriotism, the hardships and the sacrifices of their early settlers may not be completely overshadowed and forgotten in the laudable enterprise of the

western states, which owe their inspiration to the brains and the character of the early inhabitants of this once rocky and unattractive Atlantic Shore.

Indeed, why should we not consider the whole of New England a legitimate field for our operations? Have we not learned by experience that our jurisdiction in this respect is somewhat restricted? Do thoughtful people in our adjacent towns realize as fully as they ought, the importance of preserving in permanent form many historical events in their town development which now rest only in the memory of a generation which is fast passing away, and that the Lowell Historical Society is the proper place for such records to be carefully preserved? Then too why not invite contributions in regard to New England history of a general nature, for the memories and the family records of people now living, if stimulated by local pride, would furnish much data, hitherto unpublished, which would prove instructive and attractive, for the time may come when it will be a difficult matter to obtain a truthful statement of incidents which those now living might explain. Why will not someone give us an authentic history of the Tyng and Brinley families in Tyngsborough? There is an ample field for patient study in the early settlement of Dracut, covering the lives of the Coburns, the Richardsons, the Varnums, the Reades, and the Hildreths.

MR. EDWARD B. LOWE, died April 29, 1913, at 15 Bellevue street, at the age of 76 years. Mr. Lowe was born in Lowell, and for forty years was connected with Putnam & Son, holding in this long established firm a very responsible position. He recently became a member of our Society, and was always interested in its work because of his remembrance of many of the incidents made public by the reminiscences published in our proceedings. He was a genial, companionable man, generous and trustworthy as a friend, well known and exceedingly popular.

Peculiar trials and afflictions had cast a depressing influence upon his naturally buoyant spirits during the later years of his life. He will always be remembered by his business associates and by his intimates as an upright man, a good citizen and a conscientious friend.

CALEB PHILBRICK, an aged veteran of the Civil War, died at his home 389 Walker street, June 17th, 1913, at the age of a little more than 78 years. Mr. Philbrick was well known as Major Philbrick. In the opening of the Civil War he enlisted with the Sixth Massachusetts Regiment, and took part in the momentous trip of that Regiment through Baltimore on the 19th of April, 1861. For faithful service he was promoted as Second Lieutenant, First Lieutenant, Captain, and at the close of the War, he was commissioned Brevet Major by the War Department. He was engaged in the freight forwarding business for many years after the close of the War. He was highly esteemed by a large circle of friends who knew his worth as a business man, and as a citizen. He was a member of the Loyal Legion, Old Middlesex Chapter, S. A. R., and of the Highland Methodist Episcopal Church.

KATHERINE M. ABBOTT died on the 20th of July, 1913, at Camden, Maine, at the age of about 48 years. She was the eldest daughter of the late ex-Mayor James C. Abbott, Esq. She was a member of our association, and was always deeply interested in its work. She was born in Lowell and had always resided with her parents, their home being for several years past at 24 Fairmount street, where the surviving members of her family, the widowed mother, a sister Miss Rachel W. Abbott, and a brother, the well-known banker and broker, still reside. She was a lady of culture and refinement, and possessed of a peculiar literary gift, which manifested itself in her conversation and in several published expressions by her pen. In this latter way she

ingeniously taught our people many things of interest, observable in various sections of the country which surrounds us, by taking advantage of travel in the lately developed trolley lines.

She wrote "Trolley Trips in Massachusetts" and "Trolley Trips on a Bay State Triangle," both of which are exceedingly interesting and instructive, besides being written in a clear, picturesque style. She also published "Old Paths and Legends of New England" and "Old Paths and Legends of The New England Border," which at once became popular and instructive books. Her delicate health did not impair her lively interest in general affairs but precluded her further literary work. She was very popular with a large circle of friends who will always fondly remember her with tenderness and esteem.

CHARLES T. CLIFFORD, dentist, died at his home 99 Westford street, Nov. 24, 1913, after a painful illness at the age of 71 years and 6 months. He was a veteran of the Civil War, and fought as a member of the Ninth Maine Volunteers. He was a genial, pleasant gentleman, a good citizen, a man of strong personality and was very popular among hosts of friends who will sadly miss his skill and good fellowship.

It is customary so far as reliable data can be obtained to make brief mention in the Annual Report of our Executive Committee of those of our members who may have been removed by death during the preceding year. There are instances, however, when we deem it proper to allude to the death of certain persons who on account of their prominence and personal character are entitled to honorable mention in our reports, although they may not have been included in our membership. One such instance, at least, comes within the writer's province at the present time.

MRS. ROWENA HILDRETH READE, died at her home, 871 Lakeview Avenue., April 27, 1913, at the age of 98 years 7 months and 6 days; her home was the valuable and attractive

estate on Lakeview Avenue, known at the Henry Reade Estate, situated on what is historically known as Powder House Hill.

Mrs. Reade was the eldest child of Dr. Israel Hildreth and Dollie Jones Hildreth, his wife. She was born September 21, 1814, and in 1833 was married to Mr. Henry Reade, then of Pelham, N. H. After their marriage Mr. Reade purchased from his father-in-law, Dr. Israel Hildreth, some six acres, more or less, of land along the Merrimack River road, built the stone edifice on the hill, and lived and died there. Upon the death of Mr. Reade this property came into the possession of his wife and her two sons, the late Capt. Harry Reade, born August 5th, 1841, and Brigadier General Philip Reade, U. S. A., (retired) born October 13, 1844.

Mrs. Reade belonged to a family which for many generations has ranked among the most intelligent and influential in this community. A prominent writer in giving a biographical sketch of Madame de Stael makes this significant statement: "A splendid woman is the daughter of a splendid father, just as strong men have noble mothers." Dr. Israel Hildreth, the father of Mrs. Reade, was endowed with extraordinary mental powers; not only was he prominent as a skillful physician, but he was a man of great influence in public affairs, and was possessed of great literary tastes, especially as a writer and a public speaker.

The late Hon. William Sewell Gardner, at the time of his decease a Justice of the Supreme Judicial Court of this Commonwealth, after describing Dr. Hildreth as "a born gentleman and an orator" continues by saying, "that when as a witness in court in the later years of his life, giving common-place evidence, which from other men would have attracted no notice, all eyes were directed towards him, all voices hushed, an unusual stillness prevailed the court room, and as he told his story in a melodious, but gentle voice, in the purest language, with the clearest and most vivid

descriptions, and with an intonation, which cannot be described, the effect was irresistible." Mrs. Reade was a noble representative of an illustrious name. At the age of more than four-score and eighteen years, her memory was unimpaired, and her conversational powers were as attractive as in the days of her youth. During her whole life she kept in touch with the great questions which agitate the public mind, and often in her declining years, when she fondly gazed from the windows of her home, and thought of the immense possibilities of enterprise in the reach of the municipalities along the Merrimack Valley, it was a pleasurable experience to listen to the expression of her dreams. She has left behind the memory of a noble woman, a faithful wife, and a clear-headed and tender-hearted mother.

As we close the record of the passing year, and open the books for an inventory of our proceedings for another year, let us not be depressed because of a seeming indifference to our work on the part of the public generally. We, who try to carry on the work of this Society, must remember that success depends upon personal interest and fondness for study and research in order to preserve details of family history and general events of the men and women who in the past, each in their own degree, did their share of the work in making it possible for our cities and towns to realize the prosperity of today.

We ask for more co-operation along these lines on the part of our members. Here is a chance for professional men, for business men, and for all who have any degree of ancestral and local pride in the events and the people who did for their successors what we should do for those who will follow us. Our Society is not a lecture bureau, nor an institution for popular amusements. Our aims are nobler and start from a higher plane. There are in our membership scholars and writers of ability who, if guided by the proper impulse, might make our meetings attractive and instruc-

tive by papers and communications which would rescue from oblivion many important matters which now lie dormant in memory and in family records. The rewards for such work are not found in momentary applause but in the conviction of discharging a duty for our posterity, as our predecessors have done for us.

Respectfully submitted,

SOLON W. STEVENS,
President.

THE STREETS OF LOWELL.

LOWELL HIGH SCHOOL HISTORICAL ESSAY.
BY MISS HELEN THESSIAY, OF THE CLASS OF 1914.

Upon the coming of the white men to the tract of land, now called Lowell, lying in the bend of the Merrimack River, the whole territory was a wilderness. The Indians had no need of roads, but when the English came, each settler's hut became a post of civilization. Communication between these posts made highways a necessity; mere forest paths were the beginnings of afterwards accepted streets.

The origin of the older roads and streets of Lowell goes back to the time when the city went under the names of East Chelmsford, Dracut, and Wamesit. East Chelmsford and Wamesit were villages south of the Merrimack, while Dracut was across the river towards the north.

The Chelmsford town records for 1659, mention the first permanent town road, a highway connecting the house of one Thomas Chamberlain with Cold Beaver Brook. The exact location of this road is not given, and there are no traces of it today. An early highway was "The Roade to the Bay," or the "Greate Roade to Boston." It extended south from the Merrimack, crossed Stony Brook, River Meadow Brook, the Concord River and pushed on to the ocean. Today, portions of this old road are Parker, Plain and upper Gorham streets.

The most interesting road of early Chelmsford, was the "High-Way to the Merrimack," the Lowell end of which is now Stedman street. "Originally the road turned down by Mt. Pleasant Spring, but in 1673 it was straightened out through Stedman and Baldwin streets to the river." Later it was extended somewhat in the location of the present Middlesex and Pawtucket streets, to accommodate produce coming down the river, which

had to be unloaded near Middlesex Village and drawn along this old road to the next landing place below Pawtucket Falls.

An early map of Chelmsford shows the "Roade to Salem," extending from Clark's Ferry, which was nearly opposite Middlesex Village, eastward across the Concord River, over what was later River, and is now known as East Merrimack street. Until 1800, the only house on East Merrimack street was owned by Philip Gedney, a former British Consul. The house became the property of Judge Livermore, who named the estate "Belvidere." Judge Livermore's house is now a part of St. John's Hospital, and the Livermore name is retained in a little street nearby. On East Merrimack street above the junction of Nesmith street was Lowell's oldest burying ground, condemned by the City Council in 1846. From this old "Roade to Salem," the present Salem street derives its name. On this map also is a "Country Roade," which extended from Pawtucket Falls south over the present School street, which by the way, takes its name from a little red school-house near the present corner of School and Westford streets, once attended by Benjamin Pierce, father of Franklin Pierce, a president of the United States.

A map of 1821 shows the beginning of the present system of Lowell streets. Pawtucket street first appears on this map, and then, as well as for some time later, it was an important street. Many of its historic buildings still remain. At the corner of School street, is the original home of Capt. John Ford of Revolutionary fame. Across the street, is the "Spalding House," built by Robert Hildreth in 1760, now owned by the Daughters of the American Revolution. On the site of the French Catholic Orphanage, was the wigwam of Wannalancit, the last sachem of the Merrimack Valley Indians. Wannalancit is commemorated by a street, which bears his name leading from Pawtucket street.

North of the Merrimack in what was once the town of "Dracutt," the oldest roads are Totman Road and Old Meadow Road, both extending north from Varnum Avenue. In 1668, Samuel Varnum and Edward Colburn cut these roads to the Long Pond and Beaver Brook Meadows, to procure better pastures. These two men were the first white settlers north of the Merrimack this side of Haverhill. On Old Meadow Road, was the "Ministree," the home of Dracut's first minister, Rev. Thomas Parker, and in this house Col. Ansart, Marquis De Maresquelles, lived with his daughter, afterwards the wife of Bradley Varnum, where he was visited by Lafayette and other of his French countrymen. The next oldest road in the Dracut section was what is now Riverside street. Its extent and location are the same today as they were then. Ephraim Hildreth, the Dracut town clerk in 1711, inscribes, in the town records for that year, the following description of the street—"The Roade Began at the Dam (Pawtucket Falls) or very near it an so went a long to the East side of a hill that is near Petocket made then over a little plain an so Between two hills to Bever Brook fals then a lettell farther an then By the Log fence untell wie came to Sardient Hildreth House." The "Old Garrison House," built in 1669, as a protection against Indians, was, until recent years, on Riverside street, nearly a mile below Pawtucket Falls. An old tradition of the house is:—that one day, when the mistress was busy making soft soap, she was surprised by an Indian, from whom she protected herself with a dipper of hot soap, which she threw in his face.

North of the river, are two historic roads built about 1720. Old Ferry Road and the Gumpus Road. The first leads from Varnum Avenue to Clark's Ferry. Until 1792, Old Ferry Road was a highway to Boston. On this road is "The Old Colonial Tavern," the former stopping place of travellers from New Hampshire to Boston, and built on the site of the home of Mr.

John Webb, the original owner of all that part of Dracut. The Old Gumpus Road, was first a cowpath to meadows farther north, and later the bodies of negro slaves were carried over it to a little negro burying-ground near its juncture with the Old Meadow Road.

In 1735, Hildreth street, named for Elijah Hildreth, Seventh and Methuen streets, were laid out.

Pawtucket Bridge was built in 1792, and that year Mammoth Road, a continuation of School street, was laid out. In 1797, Varnum Avenue, running parallel with the river, was surveyed. Varnum Avenue was first called the "River Road," but afterwards was named for the Varnum family. At the corner of Varnum Avenue and Totman Road, is a building now known as the "Coburn Mission." Here, the first school within the present city limits was held. "In this little building a great part of the business of the colonists was transacted and tradition records, that, at the time of the Revolution, the Committee of Safety met within its walls."

In 1825, the first Central Bridge was built, and Bridge street, then called Central, was laid out. Bridge and Hildreth streets together, formed another highway to Boston.

After 1825, Lakeview Avenue, running northwest from Bridge, and part of which was known as Centre, and part as River street was laid out, and the streets running from Bridge street to the top of Christian Hill were surveyed. On the opposite side of Bridge, until 1870, there were no streets except Lakeview Avenue and Tremont now Coburn street.

On a map of 1832, thirty-two new streets are shown. The most important is Merrimack, the Indian name for sturgeon, a name used as early as 1822 by the pioneers in manufacturing. Merrimack street seems to have straggled around and had no definite boundaries until 1829, when it was relocated by a survey

of the Locks and Canals Company, and became the principal street of Lowell, extending from Pawtucket street to the Concord River, a distance of one mile. The first village post office, established in 1824, was at the corner of what is now Tilden street, in the store of Jonathan C. Morrill. The Lowell Bank, the city's first bank, chartered in 1828, was located on Merrimack street near Worthen. The first religious services in what is now Lowell were held in a school-house which stood on land now occupied by the Green School, and here Dr. Theodore Edson, the city's first clergyman, preached to the people. Nearby, stands the oldest church in Lowell, built for Dr. Edson on land purchased by the Merrimack Manufacturing Company in 1822, and named St. Anne's. Kirk Boott, one of the founders and leaders of the city, once lived in a beautiful residence near John street. Another street, shown on the map of 1832, is Central, extending southward from Merrimack to Gorham. Gorham street was laid out in 1832, and derived its name from a Boston resident, who then owned much land in that section. On Central street, the first penny paper in Middlesex county was printed. Middle street, named because of its location between the two then principal streets, Merrimack and Lowell, was the site of Lowell's first armory. Lowell street, built on what was once swamp, bog and open pond of water is interesting. Until recently the upper part of it went under its early name. In 1837, a large city market house, the present police station, was completed, and the lower end of the street became known as Market street. A railroad about 1829 carried the material from the Suffolk canal through the woods of Lowell street to fill the lowland of the Carpet company. On this part of Market street were ranged the low huts of the first Irish emigrants. Some of the huts, after the old country fashion, had walls of mud, covered with slabs, with a barrel for a chimney. This was "The Acre." The nationality of Market street has

changed from Irish to Greek, and where were once O'Brien and O'Dowd are now Athanasopulous and Stratizakes. East Merrimack, then River street, Concord, under the name of Water and Nesmith, named for the Nesmiths, who owned the land on which the street was built, all on the east side of the Concord, appear on the map of 1832. Several streets, in the neighborhood of Central, such as Appleton, Church, Hurd, Jackson, Tyler, and Warren, as well as Cabot, Suffolk, Dutton, Prince, Moody, Worthen, and Colburn streets, all near Merrimack street, appear on this map, and all are named for men whose enterprise founded the city. Worthen street contains the birth-place of James McNeill Whistler, a world-famous artist. Colburn street derives its name from Warren Colburn, superintendent of the Merrimack Manufacturing Company and the author of Colburn's Arithmetic.

The next oldest city map is that of 1840-41. Only about one-quarter of Lowell's present streets are on it, but still there are far too many for enumeration. The most noticeable thing, in comparing the map with a recent one is the changes made in the names of many streets. For example, Broadway was "Mechanick," Gorham extended southerly to Thorndike, and from there on, was "Boston." A street now fallen into disuse, in the vicinity of Westview and Clarendon, was called Haverhill street. Tenth street was "Christian Hill Road." The River street of 1832 on the west bank of the Concord river, now becomes Lawrence street. Middlesex, the site of Lowell's first high-school, and the home of the artist David Neal, appears for the first time on this map. Its location was the same as to-day extending west from Central, but the lower end, then considered a continuation of Central, was called Hamilton, but the whole upper part went under the name of Middlesex street.

Kirk and Anne streets built about 1840, extending northeast from Merrimack and named for Kirk Boott and his wife, were once swampy footpaths, made by people crossing from Merrimack street to the mills on the river bank. A Lowell man, in criticism of Dr. Bartlett, who urged the purchase of the present high-school lot, once said, "What do you think of a man who would locate a high-school in a pond of water?" Prescott street, till 1839 the location of the village ball-ground, and till 1844 a straggling cowpath, was then surveyed by the Locks and Canals Company, and named for Charles Prescott.

In 1844 street paving was first tried, and in 1893, of Lowell's one hundred and four miles of accepted streets, nine miles were paved with granite.

Today, Lowell has nine hundred and thirty streets, many of them avenues arched by fine old trees. In their names twelve presidents are represented, four states, the four seasons of the year, the cardinal points, the Atlantic Ocean, the letters A, B, C, D, E, and L, the numbers 1—13, 17, 18, 19, the months May, June, July, one color, carmine, and three animals. Thirteen streets have Indian names, fifty-two Christian names, twenty-seven the names of the trees and shrubs which once beautified them, thirty-three names of celebrated men, and seventy-seven are named for towns, cities and counties.

Thus we see that the two hundred and ten miles of highways of a city, valued at ninety millions of dollars, highways as finely and permanently built as any city can boast, had their beginning far back in the seventeenth century, in the "High-way to the Merrimack."

"Old things indeed have passed away," yet they cannot be quite forgotten, for though they "have no speech nor language," yet are their voices heard in the streets."

It is Lowell's boast, that it has not an aristocracy of wealth, talent, rank, or position, but is simply a city of mechanics, who have made the world ring with their achievements. As long as Lowell shall lie in the valleys of the Merrimack and Concord, surrounded by the hills of New England, it will be the wish of her children, that no structures shall stand on her streets, save those which serve to perpetuate the motto of the "Spindle City"—
"Art is the Handmaid of Human Good."

ANNUAL REPORT OF THE EXECUTIVE COMMITTEE FOR 1914-1915.

PREPARED AND READ BY SOLON W. STEVENS, PRESIDENT,
FEBRUARY 10, 1915.

The passing of another year renders necessary another report of our proceedings as a Society, whose business is mainly to rescue from oblivion as far as possible, such events of a personal and historical character as may be considered interesting and instructive which lie dormant in the memories of people who reside within the limits of our jurisdiction. Our aims and ambition are modest and intended to preserve historic facts, rather than to inspire original action or to encourage innovation.

On February 11th, 1914, at the annual meeting of the Society, we listened to an excellent paper entitled "Events in Billerica History" by Charles E. Hosmer, M. D., of Billerica.

At the quarterly meeting on May 13, 1914, Mr. George Francis Dow, Secretary of the Essex Institute, of Salem, Mass., gave an illustrated lecture on the "River Agawam, A Middlesex and Essex County Waterway."

On account of the death of Mr. Bacheller, the meeting usually held on the second Wednesday in October was adjourned to October 27th, at which time resolutions commemorative of Mr. Bacheller were unanimously adopted and spread upon the Records of the Society. At this meeting Mr. Charles C. Swan, of Lowell, was elected Treasurer for the unexpired term, and Mr. Dudley L. Page, of Lowell, was elected a member of the Executive Committee.

On December 9th, 1914, we were favored with a paper by Mr. John Albee, of Boston, entitled "How Time Was Kept When We Lived Under the King."

All these different papers were very interesting and were well received by an attentive audience. They also show how much valuable information there is hidden away relative to common-place subjects which might be brought to light if people would only give to such matters proper research and study.

So far as it is known, the following is the list of the names of those who have passed away since our last annual meeting :

MR. GEORGE W. MILLER, died at his home, on Howard street, in this city, on June 18th, 1914, at the age of 69 years two months and 28 days. He was born in Sabregois, Province of Quebec, Canada. Until quite recently he was the Agent in this city for the New York, New Haven and Hartford Railroad Company. He was quiet and unobtrusive in his general demeanor, competent and faithful in his official position, highly esteemed by his associates and respected as an honest, intelligent citizen. He was elected a member of our Society on May 9th, 1906. A frequent attendant at our meetings, he was greatly interested in our work and firmly believed in its utility.

MR. GEORGE F. HOWES, died in Tyngsborough, Mass., at his camp, on the 7th of July, 1914. He was born in Lowell, August 8th, 1853, hence at the time of his decease he was 60 years, 10 months and 29 days of age. He was elected to membership in the Lowell Historical Society on December 13th, 1911. By occupation he was at the time of his decease Paymaster of the American Hide & Leather Company, of this city, which position he held for more than 20 years.

Mr. Howes was widely known as one of the most excellent men in this community. He was characteristically thorough, thoughtful and reliable in all his dealings with his fellow-men. Naturally conservative relative to public questions, he was conscientious and ever ready to adopt whatever new ideas intelligence and experience might demand. There was also a certain

winsome quality in his nature which attracted confidence and confirmed a sense of reliability in his judgment. He will be greatly missed in his immediate family circle, and by hosts of friends as a faithful husband, a fond parent and relative and as an intelligent, upright man.

MR. ALBERT L. BACHELLER, died at his home on Nesmith Street, October 8th, 1914, at the age of 66 years. Resolutions of tribute to his memory have already been entered on the Records of the Society and need not be repeated here.

But it is proper even at the risk of repetition to reiterate expressions of our great loss by the decease of so faithful an officer and so valuable a member. He was born in Lowell, Mass., September 6th, 1848, and had been a resident of this city all his life. At the time of his decease he was the oldest Grammar School Master in Lowell. He was formerly a member of the Old Residents' Historical Association of Lowell, and when that organization was merged into the corporation known as the Lowell Historical Society he was chosen its Treasurer, which office he faithfully and continuously filled until the hour of his decease. He was loved and honored by hosts of friends both old and young, and by his faithful work as an educator he has left upon his pupils in the formative period of their mental habits an impression which will in a large degree enhance their ideals of the nobility and worth of strong moral character. Besides a wife he leaves one daughter, Miss Alice H. Bacheller, a teacher in the Lowell High School, and a sister, Miss Jennie S. Phelps, now of Concord, N. H.

MR. SAMUEL NEWELL WOOD, who died recently at his home on Central street, January 11, 1915, at the age of nearly 94 years was the oldest member of the Old Residents' Historical Association of Lowell. He was born in Dracut in 1821, and as an infant was brought to the locality now known as Lowell

before its incorporation as a town, and in which locality he always lived. The following quotation from the *Courier-Citizen* seems quite apropos to his memory as one of our worthiest citizens: "It may well be that there is not now living in this city any person so constantly identified with the neighborhood as was Mr. Wood—no one who has a history of continuous residence here and who can say that he or she has seen the city born into the world or has seen it grow from nothingness to a city of over 100,000 souls."

MR. EDWARD ELLINGWOOD, well known in Lowell, died in Peterborough, N. H., on February 1, 1915 at the age of 61 years 3 mos. and 21 days.

He was born in Lowell, October 11, 1853, and until about four years ago, his life was passed among us. He was the successor of Mr. Charles I. Hood in the drug business at the corner of Merrimack and Central streets, in what was then known as Barristers' Hall, and sustained a reputation for square dealing which made "Ellingwood's" a familiar resort. While he was devoted to his business and an expert in his line, he was also a firm believer in the benefits to be derived from healthful outdoor exercise and to this conviction he devoted himself with the same application which he gave to every worthy object.

He was prominent in many clubs and societies, and was a member of the Old Residents' Historical Association as also a charter member of the Lowell Historical Society.

When the old landmark known as Barristers' Hall was demolished to make room for the present Colonial Building, Mr. Ellingwood removed his business to the store now occupied by the Liggett Company to whom he subsequently sold out his interests and established himself as a druggist in Peterborough, N. H.

He will long be remembered by a large circle of friends as a genial, upright and highly respected man. His decease adds another name to the list of those who have recently passed beyond the veil, leaving behind them fragrant memories of the Lowell of former days.

In order to promote an interest in local historical matters among our young people, our Society has for the past few years offered first and second prizes of \$10 and \$5 for the best essays that might be furnished to a disinterested committee for examination relative to some subject that might be given to the graduating class at the Lowell High School for their consideration. The scheme has not been met with the favor on the part of the pupils that it was hoped might be manifested. The object to be obtained was to lead young scholars into mental habits of investigation and to encourage efforts for the attainment of correct, graceful, literary expressions. Your Committee has no comment to offer on the apparent lack of interest, further than an expression of disappointment that their efforts in this direction have not received a more cordial approval.

Our Society begins another year of useful work under the shadow of a senseless, brutal European war, waged simply to solve the problem whether might is right or whether on appeal to the Court of Twentieth Century Civilization, motives of Christianity and common-place morality shall triumph over the barbarous ethics of cannon and the sword.

Fortunately our polyglot Republic in its proud cosmopolitan aspect is politically neutral. But even if by Presidential edict discussion of facts is enjoined in the schools and in business intercourse, there exists in the breast of every genuine American a feeling that there is a rule of right and wrong which ought to regulate the intercourse of nations as well as that of

individuals, and that there is a human conscience which frowns upon selfish interests, condemns injustice and demands justice.

Let us enter upon the work of another year in gratitude that ours is a land of intellectual liberty, and freedom of conscience, and in the hope that out of the wrecks of war in other climes we may see a "new world springing"; let us also by personal effort try to encourage the study of local history in Lowell and its adjacent towns, and to impress upon our fellow-men incidentally the importance of preserving memorials of our early history upon which we have grown into a large and influential community in which we all have pride, remembering as the months glide rapidly past, we are reminded that in the eternal reckoning a thousand years are but as a single day.

Respectfully submitted,

SOLON W. STEVENS,
President.

THE LITTLE RED SCHOOL HOUSE OF SIXTY YEARS AGO.

BY REV. SMITH BAKER, D. D. READ JUNE 21, 1915.

The little Red School House of from fifty to eighty years ago was no small factor in the history and education of the country towns of New England, and in particular, in Maine, New Hampshire and Vermont. The average intelligence and high moral character of the yeomanry of these states was not excelled by the citizenship of any part of the civilized world. They had but little high culture or superior art or great wealth, but in practical sense and solid character—no people were their superiors.

Forty-nine fiftieths of the men in these country towns graduated from the little Red School House. In many of these communities, the only college educated man was the clergyman, and in some of them there was not even that one. In other towns there was the physician who had studied medicine with some other doctor. And now and then, there was the village lawyer. But the men who ruled the town, its selectmen, its moderators, its representatives to the Legislature, its deacons, who led in its financial, educational and moral interest, were plain farmers, mechanics and traders whose only school days were in the little Red School House.

Yea, more than sixty and seventy-five years ago, in the most of the cities, the men who were leaders in commercial life, bankers, agents of mills, merchants, and deacons of churches, were men who came from the country towns with no education but that of the little Red School House.

General Brinkerhoff, who canvassed New England and the West, in the seventies, as a political speaker, said, the most appreciative and intelligent citizens he found, as a class, were

the farmers of Kennebec County, Maine, nineteen-twentieths of whom graduated from the little Red School House.

I have frequently observed, that many of our modern college graduates were no match in general intelligence for a bright New England farmer.

The tendency of the modern University curriculum is to make men specialists and not broad in their culture, while the old fashion country school, while limited in its course, did wake up thought on all sides and though thin, was broad.

The young men and young women of those days, when books, magazines and newspapers were not so common as they are now, seemed more hungry to improve the opportunities they had, and while their reading was not so extensive, they gave it more thinking. What was read was of a more solid and instructive kind. This, in connection with the common debating societies, where about all the questions which were before Congress were taken up and discussed, gave a broadness to the common intelligence not always found in the higher circles of education to-day.

The weeks of school in the little Red School House were from two to three months in both Summer and Winter. The Summer School was attended mostly by boys and girls from four to sixteen years of age and was in charge of a female teacher. The Winter term was attended by all ages, but mostly by those from ten to twenty-one years old, and the teacher was a man.

The course of study was limited to reading, spelling, arithmetic, geography, and grammar, with one or two lessons each week in penmanship. The favorite study with the young men was arithmetic. It was called "learning to cipher." To master fractions, the Rule of Three, compound proportion and cube-root was considered fine scholarship for a young man. The girls,

as a rule, preferred Grammar, and to be able to analyze and parse a page in Young's "Night's Thoughts" or in Milton's "Paradise Lost," gave high rank.

Geography was also quite a favorite with both sexes. I had classes in several schools who could give the boundary of every state in our country and of every nation in the world and tell their capital towns. This always pleased the School Committee in their closing visit, but most of all, made the young people intelligent readers of the newspapers and of history. We fear most college graduates at the present time would pass a poor examination on that line. There was a broadness in their limited studies.

Another part in the old Red School House education, was the spelling matches. They were sharp contests to decide which side could spell the other down. There were generally three or four scholars in each school who had a special gift of spelling. I have frequently gone through the spelling book and tried the dictionary and sometimes gone to the Bible, before (as the scholars said), I could stick some of the spellers.

If to be able to read is the greatest achievement in a child's mental life, when he can read his primer, Shakespeare and the Bible are natural developments; it is also true that when a boy has learned to read and write and cipher, he has the foundation; and all after culture is simply a growth, as when the acorn has burst its tiny leaves into the sunshine, the oak is only a natural result; thus the little Red School House was the starting point and the college but the natural outgrowth.

Not underrating in the least, the noble work and importance of the college and university, the most important part of the educational system of our country is the common school. There the foundations are laid, the ambitions awakened and the tendency given for all that may follow.

The high dignity of the common school teacher's office is not appreciated and many of them are doing more work for the country than some college presidents.

One peculiarity of those days among the country schools, was the practice of "boarding 'round," a certain number of days in each family for a scholar.

In nine country schools which I taught, I "boarded 'round" in seven of them. It was done to lengthen out the school, so that the cost of the teacher's board could be given to a longer service. I presume the practice has quite passed away.

Perhaps in some districts, it may not always have been the most agreeable, but my own experience was always pleasant. The master had the best sleeping-room and the best living the family could afford. The time was from two to four days for a school and during those days the family lived well. As a rule, the farmers' wives were superior cooks, not of the fancy food of these days, but for good bread and butter and baked beans, splendid indian pudding, the best boiled dinners and roast spare ribs, unsurpassed chicken-pie and splendid apple, custard and mince pies, with extra good doughnuts—no modern restaurant could excel them. Of course, they did not always live thus, but while the master was there, he had the best. I remember at the close of one week, a little six year old boy, said, at the table, "Wish you would stay longer, we would have nice victuals."

Among the fishermen, there was always a good portion of fine fish, well prepared. The shore, not far from the fisherman's house was his "pork barrel," from which the supply was taken fresh as needed.

At one time, the good wife had on the table for dinner, in a great platter, two large whole fried eels. They looked so much like something else, that I did not try them. The next morning, there was a large dish of fish hash, and I did full

justice to it. When the breakfast was over, the good woman wanted to know how I enjoyed eel hash!

At another home, where I boarded a week, the wife was a fine cook, but the family was in very poor circumstances. We had clams twenty-one times that week! Steamed clams, fried clams, clam-chowder, clam-pie and baked clams. They were prepared in an excellent manner, but I welcomed a change.

The examination of the teachers was by the town school committee. There were no Normal schools and the teachers were men of only a common school's advantages, or students from colleges seeking money to aid in obtaining an education. The wages for male teachers was from fifteen to twenty-five dollars a month with board.

My first school is very vivid in my memory, from the number sixteen. The teacher was sixteen years old, the wages \$16 per month with board, the school was sixteen weeks long, and the number of scholars was just twice sixteen, ranging from six to twenty. We had four classes in reading, three in arithmetic, three in geography and two in grammar, besides the spelling exercises.

The examinations of the school committee were sometimes unique. They generally took a teacher upon his reputation, or where he came from. Several times they had only one question. The chairman of one committee had but one question which was, "If you was on the North pole, which way would you go, to go north?" The chairman of another committee had the following, "Multiply nineteen and one-half by seventeen and two-thirds and divide the answer by eight and three-fourths." Another committee's only question was "How are your muscles?"

A special characteristic of the old fashioned country school was its discipline. The principal question was that of government. It was left to the teacher, and a teacher's reputation

rested, not upon his scholarship or his aptness as an instructor, but upon his ability to govern or as they said, "keep order."

Of course they did not say so, but the unspoken sentiment was, that the master must handle the boys or the boys would handle him, and it was a disgrace to a teacher to be mastered by his scholars—and not much to the boys, if they handled the master. Indeed, the boys who were smart enough to put the master out of the school-house did not suffer half so much in reputation as the master did. Yea, such boys were sometimes complimented as heroes, so, the unwritten law was to the master, "Go in and handle the boys or they will handle you," and the boys understood it.

Quite the most easy schools to govern were those among sailors. I taught four such schools. In the first one, I boarded round and in a short time, went to an old sea captain's home, for two weeks. There were nine children in the family and seven of them in school and two of the seven, older than the master.

The first evening, as we all sat before the open fire, the old captain, in his frank, blunt, honest manner, said, "Master, how do the scholars behave?" I replied, "Very well," at which he said, "If they don't, don't you whip them, don't you whip them, mind what I say, don't you whip them, you maul them." It is needless to say they were well behaved scholars.

In another school, in a sea-faring village, there were ninety scholars in one room, ranging from twelve to twenty-one years of age. Four of them had been mates of schooners. All the desks were more than occupied and I had given the teacher's desk to two young men who had been mates of small vessels. They were great stout fellows of quite two hundred pounds each. I took a chair in front of them.

On the first Wednesday forenoon, a lad of thirteen, disturbed the school by laughing three times, at which, I called him

into the floor and feruled him. In the afternoon of the same day, as I was hearing a class, the young men in my rear burst out laughing. It was a critical moment. If I did not notice it, our discipline in the school was gone. If I did notice it, either of the young men could handle me. I did not hesitate and said, "Will those young men come into the floor?" They at once came, the school was as still as death, and standing in front of me, the elder of the two said, "Master, we ask your pardon, we did wrong." Of course, I told them to take their seats, but a load of at least a thousand pounds rolled off from the teacher. It settled the discipline of that school. The younger scholars said, "If master is not afraid of Jo and Ed, it's no use for us to fool with him."

These young men were my best friends. Sailor-like, they respected a man who was captain, but if a teacher acted as though he was afraid, then his mastership was gone and he became a laughing stock. They called him "Sissy."

These young men, afterwards, said, they did not think I would call them out, but they admired me for it and proved themselves noble young men.

At another school, the agent said there was one young man who always made trouble and doubtless would disturb the school. He was a rough before-the-mast sailor.

On the first day, he presented himself, a great muscular fellow in a red flannel shirt. While taking his name, I asked what studies he would take and he replied that we wanted to "cipher." I inquired how far he had been in the arithmetic and he said, "As far as the Rule of Three." I assured him he did not want to go over what he had mastered, but had better commence at the Rule of Three and go through the book. He looked pleased at the suggestion.

About eleven o'clock a young Miss of thirteen raised her hand as a token for assistance. She wanted help with a question in simple fractions. I saw the opportunity and said, "Mr. Hutchins will you be so kind as to assist this girl. I am glad to have someone to call upon." He blushed as she went to his desk. I very soon discovered that, in common language, he was stuck, but I let him work till about time to close the school and then went to them, when he said, "Master, somehow, I can't get the answer." I assured him I frequently had that experience, but was more than glad I had someone I could depend upon.

The agent said, that at the evening spelling schools, when the young people came over from another school Hutchins always stirred up a fight, so I said to him privately, "What sort of fellows are those who come over to the spelling schools?" His quick answer was, "A bad set, master, but I'll stand by you every time and if they stir up a fuss, we will give them fits." I at once said, "Give us your hand on that." He did it, saying, "You can depend on me."

I did depend on him, and he was a real friend, bringing a big apple every morning, and at the close of the school, said, "Master I suppose they told you I was a fighter, and I have been, but you are the first master who has treated me as a gentleman and I told mother I would knock down the first fellow who insulted you."

Somehow, I gained an undeserved reputation for teaching hard schools. The last year of my teaching, in 1856—or 59 years ago, I had a select school in a small town, but one Friday morning, the agent of a large grammar school in a nearby city, came and said, "We have a large grammar school of one hundred and thirty scholars, all in one room. Last Monday, a student from

* * * College took charge of it. Yesterday afternoon, the boys carried him out doors and rolled him over in the

snow. Now, if you will go and finish the school for twelve weeks, we will give you fifty dollars a month and board."

In those days, when a young man was working out his education, fifty dollars and board was more than great, and too great a temptation to resist.

I found someone to take the select school and entered the big school with its one hundred and thirty scholars, all present. The entrance to the room was in the rear of the scholars' desks, and as I opened the door, every scholar was in his place, and when I walked down the aisle, all in the rear stamped their feet and whistled. It was a warm welcome.

After I had called to order, whenever my back was turned, from that part of the room, came the stamping of feet or a whistle. Of course I understood what it all meant—that there was a snow drift waiting for me outside.

While taking their names, I tried to discover someone's feet in motion, but they were cautious and it was more than an hour before I saw one young man's feet in action. I at once said, "Will that young man come into the floor?" "Did you speak to me, sir?" "Yes, will you come into the floor?" and rising, he said, "Come Jim, come Mike," and Jim and Mike rose and followed him. The school was as silent as a tomb. Coming straight up to me, he said, "What do you want?" The only answer he received was something hit him, under the ear and he fell flat on the floor seemingly unconscious. The next one, before he had time to realize what had taken place, was also hit under the nose, and fell on top of the first one. The third one, undertook to clinch, and we both went on top of the other two, but the master was uppermost and seizing a poker said, "If one of you move an inch, your brains will come out." I have no doubt the master looked as though he would do it.

The girls began to cry, one of the young men did act as though he was about to move, when he was hit over the head and fell back, saying, "I'm killed." I presume my manner was such, that they thought I would do what I said. I ordered the first one to leave the room, and the next, and the third.

I was not preaching then, as the old Quaker said, I presume my religion was put one side, at any rate, I did not see the snow-drift.

The agent at noon said, that over the city, the report was that the "devil" was in the School House. Of course, those young men were not allowed to come back, and a better school it was difficult to find.

Twenty years after, while lecturing in a distant city, after the lecture, a man and his wife came to greet me. I told them they had the advantage, as I did not recall them, at which, the man said, "Do you remember knocking three fellows down in a school once? Well, I was one of them and it was as good work as you ever did." I have received many thanks for favors done, but only one of that kind.

Frequently, the severest punishment we could give a lad from twelve to fifteen years of age, was to lead him up to the back desks and have him sit down between two young women. It was severe, not simply an act of punishment, but because as soon as school was out, the scholars would call him "girl-boy."

Older boys, we presume, would have called it capital punishment.

Among many pleasing incidents, there was one which was such a revelation of a beautiful character, that I love to repeat it. In one of the village schools, there was a young woman, bright in mind, but troublesome in her example upon others. I had several times to reprove her. She was a great trial. One day, she and a young girl about fifteen, with a little Miss of ten, were

sitting at the same desk. All at once they each burst out in a loud laughing which disturbed the whole school. I called them into the floor and gave the oldest a severe feruling and the second one a lighter one, and little Emma, a kind of make-believe, not wishing even to hurt her, for I had no doubt the other two were wholly to blame. After school, little Emma, came in a most honest way and said, "I think you did wrong this afternoon." But I said, "Were you not naughty?" "Yes, I was more naughty than the others and you did not punish me any at all scarcely."

That little girl became an ideal and cultured wife of one of the judges of the state.

This winter, I received a letter from a woman who has become prominent in reform and religious work, who was one of my pupils sixty three years ago, whom I had not seen since, saying she ought to have thanked me years before for telling her in that little Red School House, that young women have as good an opportunity as young men.

From experience and observation, I am convinced, there was as high ambition and good scholarship in the old Red School House as in the modern High School or Academy. The young people were many of them hungry for learning as they called it, and the winter school was their first and only opportunity. Besides they were not over-schooled with nine or ten months in a year, so that their minds were fresh and not tired, and they were not crammed and crowded with too much study, which is one of the evils of modern education, that study becomes irksome and is half done in many of our schools.

I recall one little district of forty-two scholars where the most of them had to walk from one-half to two miles and a half through the snow, all of them farmers' children and I learned afterwards, that of those forty-two; three became lawyers, two preachers, two physicians, four bank presidents and eight

teachers. That is, most half of them became brain workers. A keener set of young people to know the reason of things it would be difficult to find.

I observed also, that as a rule, children who came from the old fashion Puritan families, where they were brought up to obey, were almost without exception quite perfect in their school deportment.

Loose family government makes difficult schools. I was taught that if I got punished at school, I would have another one at home.

The old fashion Puritan father when he spoke, was obeyed. It would be a good thing to have it now, this old fashion family government, for about a year; there would not only be finer discipline in school, but fewer inmates in our prisons and jails and reformatories. Where one boy is injured by too strict discipline, five are injured by too slack discipline at home.

I observed also that as a rule, the most ambitious scholars were those who came from homes of high moral and religious character. For instance, in the little school just referred to, all but one family were good Baptist christians and when they found out that the master was a Congregationalist, one good old saint said she "hoped the master would succeed, but the Congregationalists never did much good or harm."

I allowed the scholars to make their own selections in reading, and as a rule, they chose the old standard and classic authors; in poetry such as Thompson, Young, Cooper, Pope and Milton, and in prose, from Blair, Addison, Johnson, Shakespeare and Goldsmith, and translations from Virgil.

The most common book for the older scholars was the English Reader, which I like to look at now. There was solid thought and education in it's selections as are not found in many

of the readers of to-day. It quite unconsciously gave a high idea of life and put solid truth into the mind.

When I remember that the strength of New England came from her country towns and that New England boys have done more than others to make the great West what it is, and think what the little Red School House did for New England, and also what the family had to do with it, I never ride through the country towns and pass its common cottages and its little Red School Houses without feeling like taking off my hat before them.

The young school teacher who wakes up an ambition in the little children in her summer school, and the man, who in the winter school causes the healthy country boys to feel the possibilities that are before them, such a teacher is the peer of any college president and is worthy of a place with Mark Hopkins, of whom President Garfield said, "That to sit on one end of a log with Mark Hopkins on the other, was an education in itself."

THE MILLS OF LOWELL.

LOWELL HIGH SCHOOL HISTORICAL ESSAY.

BY MISS EVELYN C. ANDERSON, OF THE CLASS OF 1915.

On the site, where three hundred years ago, the banks of the Merrimack and Concord rivers were a stretch of unbroken forest, visited only by Indians and boasting only of Indian wigwams, to-day there are huge mills from which issue constantly the roar of whirling wheels and the hum of flying belts; mills where thousands of men and women, old and young, of every nationality, earn their daily bread by helping in the manufacture of goods that go to all parts of the earth.

Of all the factors that have aided in the making of Lowell what it is, the Merrimack river stands first. If the river's course had been different, if it had continued to flow as it is claimed it once did, a considerable distance south and west of its present situation—if it had, like other rivers of Eastern Massachusetts emptied into the ocean at Lynn instead of at Newburyport—or if it had flowed through a sandy bed instead of over ledges, Lowell might never have been the famous mill-city that it is.

The manufactures of Lowell which to-day are being carried on in a thousand different plants, started in small ways. Two hundred and fifty-nine years ago, Chelmsford, the town from which Lowell was later set off, gave William Howe thirty acres of land on condition that he set up his weaver's loom and do the work the town required. Under the same provisions, a saw and corn-mill were built. In 1801, Moses Hale set up the first power-carding machine in a mill on River Meadow Brook, not far from where the Butler School house now stands. More than ten thousand pounds of wool were carded there in 1803. Still later

in 1818, Mr. Thomas Hurd, for whom Hurd street was named, bought a building on the spot now occupied by the Middlesex mills and began the manufacture of woolen goods. Here twenty hands at sixteen looms made one hundred yards of satinet a day.

Factories like that of Moses Hale and Thomas Hurd had been made possible by improved machinery. In England, in the latter part of the eighteenth century, Hargreaves invented the spinning-jenny; Arkwright a cotton spinning-frame and Crompton the spinning-mule. At the same time James Watt perfected the steam engine, thus furnishing power to run the new machines. Next came the building of mills where these machines took the place of much human labor; and Leeds, Liverpool and Manchester began to grow. Incidentally, the demand for cotton from the United States increased.

Five years earlier than the erection of Mr. Hurd's mill, Mr. Francis Cabot Lowell, for whom our city was named, sure that America could manufacture its own cotton, went to Manchester, England, with Hon. Nathan Appleton to study the machinery in the factories there. Returning in 1813, in company with his brother-in-law, Patrick Tracy Jackson, he spent many wearisome months endeavoring to reproduce the European power-loom. Finally he finished it and set it up in a mill at Waltham, the only mill in the world where "cotton was taken in at one end and cloth put out the other." On account of the better water-power his successors soon moved to Lowell and started manufacturing there. This was really the beginning of the "Spindle City"—and now given the three factors, the river, improved machinery and a man with a farseeing vision—Lowell's future was assured. In 1820 there were two hundred inhabitants. In 1848 there were thirty-five thousand.

The new city attracted attention from all over the world. Many noted men thought it worth their while to come and see

"what was, for the time being, one of the seven wonders of the world." Henry Clay was an honored visitor; President Jackson was greeted in Lowell by twenty-five hundred mill girls dressed in white and carrying white parasols. Charles Dickens, a visitor in 1842, and Wendell Phillips were loud in their praises of the mills of Lowell and their employees, girls in great majority of the good old New England type. Lucy Larcom was one of them. It was she who wrote that these girls were here—

"Not always to be among the looms
 But * * * * * *
 * * * * * to put
 Gold nest eggs in the bank, or to redeem
 A mortgaged homestead, or to pay the way
 Through classic years at some academy;
 More commonly to lay a dowry by for future housekeeping."

The Lowell of 1915 is like and unlike the Lowell of 1850. Names of mills, of streets, of schools, Boott, Appleton, Hurd, Jackson, Edson and many others link the present city with the city of the past. Her life still centers in the mills. Her prosperity is dependent on them. At the ringing of the bells the streets are filled with the mill-workers. But there are great changes. It is a larger city. A stranger visiting here is impressed on coming into Merrimack square—by the lines of mills along the river banks and he finds on going into the more thickly populated districts, that along the sixteen and a half miles of waterway are numerous other mills and shops. He is impressed likewise with the importance of some of these manufacturing plants. He finds here the largest phonograph needle factory and the largest hosiery in the world. He finds here the greatest leather mill, the greatest carpet mill, cotton mill, sailcloth factory, and the largest mohair plush mill in the United States.

And no less is he impressed with the variety of manufactures; for in addition to these he finds thread and bunting mills, tanneries, machine shops and cartridge shops, to say nothing of patent medicine plants.

But perhaps the greatest change of all is in the people who work in the mills. A mill city has its mill population. Yesterday it was largely New England girls, to-day it is a population of foreigners of every type, French, Swedes, Chinese, Syrians, Greeks, Turks, Poles, Armenians and Jews, representatives of almost every country that sends immigrants to America. The early factory girls lived in houses built and owned by the Corporations, the factory men and women of to-day live in crowded foreign quarters. There is the Greek colony—the Jewish quarter and so on down through the list. In some of these are their own churches and in a few their own schools. With this foreign population arise new problems for the city; of housing, of health and of “assimilation”—the problem of making American citizens out of these foreign strangers.

Lowell is doing her best to solve these problems, but she is making provision also, with the help of the state, for the training of the men and women who must manage the mills. One of her noted institutions is the Textile School, the largest of its kind in the world. The “Textile School,” to quote from Mr. Kenngott’s “Record of a City,” “was established for the purpose of giving instruction in the theory and practical art of textile and kindred branches of industry—and also, to train experts to produce better goods, to make the mills more productive, and the employees more efficient.”

A city so great as Lowell and so important, is a city that her people are proud of. They are proud of her growth. She is to-day the fourth largest city in Massachusetts with a population of one hundred and fifteen thousand. They are proud of her

wealth, she is valued at over eighty-four million dollars, They are proud that her name is known all over the world for there is no part of the earth where her goods do not go. They are proud that with her cosmopolitan population there has been but little disorder among the workers. And best of all, they are proud that she is taking this great foreign mass of people, educating them, and training them in mill and school, to become American citizens.

LIST OF PAPERS
READ BEFORE THE SOCIETY IN 1914 AND 1915.

"Events in Billerica History." Charles E. Hosmer, M. D.,
February 11, 1914.

"The River Agawam, a Middlesex and Essex County Waterway." Mr. George Francis Dow, May 14, 1914.

"How Time was Kept When We Lived under the King." John Albree, Esq., December 9, 1914.

The Prizes offered by the Lowell Historical Society to the Graduating Class of the Lowell High School in 1914, for the best essays on "The Streets of Lowell," were awarded as follows:—

First Prize, \$10 in gold, to Miss Helen Thessia.

Second Prize, \$5 in gold, to Miss Hazel Stevens.

"The Use and Misuse of the United States Flag." Gen. Philip Reade, February 10, 1915.

"The Little Red School House of Sixty Years Ago." Rev. Smith Baker, D. D., June 21, 1915.

The Prizes offered by the Lowell Historical Society to the Graduating Class of the Lowell High School in 1915, for the best essays on "The Mills of Lowell," were awarded as follows:—

First Prize, \$10 in gold, to Miss Evelyn C. Anderson.

Second Prize, \$5 in gold, to Mr. G. F. MacLeod.

ANNUAL REPORT OF THE EXECUTIVE COMMITTEE FOR 1915-1916

PREPARED AND READ BY SOLON W. STEVENS, PRESIDENT,
FEBRUARY 9, 1916.

The passing of another year calls for another Report from the Executive Committee.

On account of the fire which occurred in the Memorial Building on the first day of March 1915, our meetings have necessarily been interrupted during the past year. Fortunately our possessions and treasures were rescued and have been safely protected in temporary quarters in the City Hall building.

On the 12th of May, Mr. Francis E. Appleton was elected to the office of recording secretary to fill the vacancy caused by the death of Mr. Horace S. Bacon.

On June 21st by the kindness of the authorities of the First Congregational Church of Lowell, a meeting of the Historical Society was held in the vestry of that church. An exceedingly interesting paper written by the Rev. Smith Baker, D. D., of Lowell and read by Rev. Mr. Newcomb, on account of the illness of Mr. Baker, on "The Little Red School House of Sixty Years Ago," was listened to by an attentive audience. At this meeting a memorial tribute to the memory of our late Secretary, Mr. Horace S. Bacon, was read, a copy of which may be found in these proceedings.

It is to be hoped that when the repairs in Memorial Hall are fully completed, we may be reinstated in our former quarters, and that thus we may be able to continue the work which it is the design of our Society to accomplish.

The Lowell Historical Society has for its object the purpose of collecting and preserving books, manuscripts, records, relics, and other objects of antiquarian and historical interest, which may illustrate and perpetuate the history of Lowell. It also aims to promote the study of local history, and to publish from time to time such contributions as may be brought to our notice in so far as they relate to the vital interests and historic growth of Lowell. It also embraces in its jurisdiction the adult residents of the adjacent towns of Billerica, Chelmsford, Dracut, Dunstable, Tewksbury, Tyngsborough and Westford.

Those of us who are entrusted with the management and the responsibility of this organization, earnestly desire to impress upon its members the need of greater interest in its work, the importance of its aims, and the desirability of obtaining from reliable sources such information as may appertain to the past of Lowell and its adjacent towns, to the end that the origin and the growth of this large manufacturing, mercantile and agricultural community may be permanently preserved for future interest and reference.

We feel that it is proper to say to our members that we fear there is a lack of that peculiar interest which ought to be maintained relative to the objects of our existence and ambitions.

It is true that our line of work is not such as arouses public excitement, it is not an enterprise that returns a material *quid pro quo*, but it is moral in its character, is characteristic of good citizenship, and in a way is eleemosynary, in that it affords a quantity of permanent remembrance for those who cherish an interest in the history of the locality of the place of their birth, or the growth of its humble beginnings to the fruition of creditable results.

We cannot avoid the assumption that there are in many homes in our jurisdiction, many evidences of historic interest

which, if reduced to formal statement and made known, would inure not only to temporal curiosity but to public benefit morally as well as intellectually.

There are in our membership not a few who with little care, and with little sacrifice of time usually devoted to more pleasurable excitements, could entertain us at our quarterly meetings with authenticated stories of people and events whose influence has given shape and character to the locality in which they live.

Is not such a local history worth preserving? How otherwise have the great histories of the world been written than by proper attention to biographical and material incidents where these incidents had their origin?

We respectfully urge upon our members reflection on the ideas thus suggested. The times in which we live are vastly different in many respects from the past, but the past should not be forgotten, for in the past there may be found many bases of present growth, and future prosperity, and it is the object of this organization to preserve as far as possible the truths of a history which in cities, villages and towns, had their humble beginnings.

The following members of our Society have passed away during the year now brought to its close, so far as can be ascertained:

Mr. Horace S. Bacon, died April 9, 1915.

Mr. Major G. Perkins, died May 9, 1915.

They were loyal members of our Society and citizens of character and ability, who commanded and received the esteem of hosts of friends.

Let us strive as far as possible to increase our membership by persuading our people to appreciate the mutual benefit to be derived by uniting with us in the work which the Lowell Historical Society is ambitious to carry on.

Respectfully submitted,

SOLON W. STEVENS,
President.

REMINISCENCES OF LOWELL BOOKSELLERS.

BY HON. SAMUEL P. HADLEY. READ FEBRUARY 9, 1916.

In the winter of 1852 I was a student at a professional school in the State of New York, and at the end of the Christmas vacation, I was returning to my studies and on my way went through New York City and stopped, as I had frequently done, at the old Park Place Hotel, then called Bixby's Hotel, on Park Place, opposite City Hall Square, on the west side of Broadway. It has long since disappeared. The landlord of the hotel was Major Daniel Bixby, a former resident of Lowell, who for some years was the senior member of the firm of Bixby and Whiting, booksellers and publishers, having a place of business in the old Wentworth block on Merrimack street. As Major Bixby was well known to Lowell people his house had a considerable amount of Lowell patronage. It was well located, and was a nice, cosy, and homelike old establishment, and was for many years largely patronized by literary men, publishers and naval officers, with whom the gentlemanly and well-bred landlord appeared to be very popular. I entered the hotel as usual, and after exchanging a word of greeting with the clerk who knew me, went to the hotel register for the purpose of entering my name, and, as I did so, I naturally glanced at the name under which I had placed my own. I was much surprised to read the name of a distinguished literary man, a poet, famous in our then young literature, his autograph being quite familiar, as I had many times seen it affixed in facsimile beneath his engraved portraits in Godey's Lady's Book or Graham's Magazine. My curiosity was awakened, and I spoke to my friend the clerk about the distinguished guest, and he informed me that the poet always stopped at the hotel when in town, and was then in the reading room. I went to my hotel room, and after making myself fairly

presentable, I came down and entered the warm well-lighted reading-room, to make observation. Three gentlemen were the occupants, seated before a bright coal fire, and two were reading newspapers. The third gentleman was seated in a comfortable arm-chair, and evidently enjoying the cheerful warmth of the coal fire as he gazed intently at it. I recognized the poet at once, from his published portraits, although he appeared to have aged considerably since they were taken. I seated myself in another arm-chair a short distance away, and falling into a musing attitude which an open fire so easily inspires, prepared to observe as well as I could without giving offence.

Fitz-Greene Halleck, for it was he, was then sixty-two years of age. He was about the medium height, of rather light build and weight, hair thin and grey, head finely shaped and showing intellectual power, features beautifully strong and regular, countenance a little pale, eyes blue perhaps grey, beard full with the exception of moustache. His face showed great refinement—the face of a scholar and gentleman. He wore dark clothing—wearing, as a part of it, as was the fashion of those days, a dress coat, dickey and stock, and top-boots. Well, we four hotel guests, sat there together, each occupied with his own thoughts, total strangers, not a word was exchanged, and not a sound made, except now and then the readers would turn their newspapers. I was then a young fellow only just past twenty-one, too diffident to open conversation with my distinguished stranger; but I remember that as I sat there before the fire my thoughts were pretty active, and I pleased myself by repeating in my mind the poet's lines which I had many times read and recited "Marco Bozzaris," and the beautiful tributes to Drake and Burns. If Mr. Halleck, as he sat musing before the fire, by some kind of mental telepathy could have known what was going on in the

mind of the youth who was sitting near him, he would probably have been amused, possibly gratified, and, such is the weakness of the best of us, even flattered.

Mr. Halleck finally took out his watch, consulted it, and arising, left the reading-room, to go as I supposed to his room. I watched him as he walked out—his step was firm, his form erect, his manner alert. I saw him next day in conversation with Major Bixby, and I have blamed myself ever since, that I did not ask the Major to introduce me. If he had done so—well, that is another matter.

These few minutes of my life, passed in the presence of the poet, although not marked by any exchange of words, have always remained in my mind a very precious memory. Halleck was, indeed, one of our earliest, as one of our truest, poets, and gave us, as a part of our literature, a noble and inspiring heroic poem, which will be read and recited by the English speaking race as long as the language lasts. Dr. Holmes, in his poem at the dedication of the poet's bust in Central Park in 1869, beautifully and truthfully said that Haleck was one of

“our minstrels of the morn,
Who, when the Orient burned with new-born flame,
Caught that celestial fire
And struck a Nation's lyre!
These taught the western winds the poet's name;
Theirs the first opening buds, the maiden flowers of fame!”

It is quite remarkable and much to be regretted, I think, that a poet capable of producing a poem of such rare lyric power and inspiring force as Marco Bozzaris, or of such just and humane appreciation as the tribute to Robert Burns, and his Alwrich Castle, all of which poems show the fire and fervor of the true poet, should have written so little. All the poems which

he thought worth preserving and on which he rested his claims as a man of letters, are to be found in one thin volume.

His long poems "Fanny" and "Connecticut" contain some bright things, but on the whole are not above mediocrity. I think Halleck trifled with his muse, and did himself great injustice, or to change the figure, he appeared to be incapable, or at all events disinclined, to maintain a sustained poetic flight, and when least expected by the reader, descends to earth and skims along a rather earthly plane of doubtful wit and equally questionable humor. The reader is at times disappointed and distressed. Halleck was born in Guilford, Conn., July 8, 1790, and died at Guilford, Nov. 19, 1867. As Dyer is remembered only by his poem of "Grongar Hill," Lovelace by his "Althea," Wolfe by his "Burial of Sir John Moore," Payne by his "Home Sweet Home," and Drake by his "American Flag," so Halleck will have his place in literature as the author of "Marco Bozzaris."

Since the foregoing sketch was written, a series of interesting articles by Mr. Reginald Tassin, have appeared in the popular literary magazine, "The Bookman," running through a number of months entitled, "American Authors and Their Publishers" in one of which, the May number for 1914, reference is made to the old Park Place Hotel in New York City, and its landlord referred to by me in the sketch. Writing of the old hostelry the author makes this quotation from the reminiscences of Mr. Derby, senior partner in the old publishing house of Derby & Jackson:

"The proprietor of Bixby's Hotel was also a publisher. It was a famous literary resort, on the corner of Broadway and Park Place. In its large parlors could be found all the publishers, booksellers and authors of the day. Dr. Rufus Griswold, and Alice and Phoebe Cary resided there during its first year.

Cooper's son-in-law called one day to see Mr. Bixby concerning accommodations for the novelist, saying that he was a very difficult person to suit when away from home. Bixby said he would give his own room to Cooper so that he could always depend on having the same apartment. The novelist accepted his offer, and always made his headquarters there. Hawthorne stopped there, always chaperoned by Ticknor or Fields. Fitz-Greene Halleck was a constant guest. When Bixby joined the flight of those trooping up-town, and moved to Broadway and Eleventh street, referring to this removal, Halleck wrote to Bixby, "Still for my own sake I cannot but regret it, for I fear you will be too far up for my purpose when I am a visitor in your city, and I am certain to be the loser of a good home, which your old and favorite house has so often and so agreeably proved itself during the seven or eight years past."

Mr. Tassin also quotes from Charles Godfrey Leland, who was a frequent guest at the hotel, as follows:

"Hawthorne used to stay there. He was a moody man, who sat by the fire and spoke to no one. Bixby had been a publisher and was proud that he had first issued Hayward's 'Faust' in America. Uncle Daniel was a gentleman and belonged to my club—the 'Century'. When he grew older he lived on an annuity, and was a great and privileged favorite among actresses and singers."

I do not know the birthplace of Major Bixby, his family history, or the date of his taking up his residence in Lowell. In 1833 he opened a book and stationery store at No. 11 Merri-mack street, the same store so long subsequently occupied by Mr. Sylvester Wilkins. Early in the 40's he removed to a larger store under the old City Hall and numbered 5-6. This store was afterwards occupied as a book-store by the late Mayor Benjamin C. Sargeant. On the completion of Wentworth's

Building he removed into the store on the corner of Merrimack and Shattuck streets, where he formed a partnership with the late Major Phineas Whiting under the firm name of Bixby and Whiting, Booksellers and Publishers. This firm dissolved about 1849 or 1850. The store, however, was continued as a book-store for some time subsequently, by W. G. Baker. Major Bixby left Lowell about 1850 and went to New York City to become landlord of the hotel which soon became so popular.

Major Bixby was a bachelor and for some time boarded with Mr. J. H. B. Ayer, afterwards Mayor. For one year he boarded with the Rev. Dr. Edson, but most of the time during his residence here he boarded at the Merrimack House.

Major Bixby and Major Whiting were at the same time aides-de-camp on the staff of Major-General Benjamin Adams, of North Chelmsford, at that time Division Commander of Massachusetts Militia.

Major Bixby was a member of the Lowell Common Council in 1843.

Of course I remember Major Bixby perfectly. I knew him in Lowell and in New York, after his removal to that city. He was a very pleasant gentleman, debonair, and always well dressed and well mannered, a good deal of a ladies'-man, and it was said his social connections in our city were of the best. I do not know how much of a reader of books he was, but he certainly was a lover of books and knew all about them in a business way, and the store of Bixby and Whiting in Wentworth's Building was a favorite resort for book-lovers on account of the attractive foreign books which were constantly appearing on their counters. I must not forget Mr. Bixby's partner, my dear old long time friend, Major Phineas Whiting, whom every one who knew him, and what old Lowell citizen did not, respected and loved. Always good-humored, cheerful and bright, full of

anecdote, joke, and reminiscence of early days in Lowell, for he was a Lowell boy born, and bred, he was a rare good soul to know. I knew him from early boyhood until he passed away. He bore his infirmity of almost total deafness with unusual resignation. To me, and to many more who knew him, his memory is dear. The publication of the edition of "Hayward's Faust," referred to by Mr. Tassin, and of which the Major was proud, was issued—the first edition—when the Major was on Merrimack street in 1840; but after his removal to the Wentworth Building, a second edition appeared, a copy of which, once the property of Dr. James G. Bradt, I hold in my hand. It bears the imprint of Bixby & Whiting, 1845.

I took up an old "Courier" the other day; it was one for 1844 or 1845, and almost the first advertisement my eye rested upon was one of Bixby & Whiting, giving the list of newly imported English books just received. Here are the titles of some of them:

"The Arabian Nights, Translated from the Arabic by Edward William Lane." This book first appeared in 1840. Lane was a great Arabic scholar, and lived in Arabia many years. Lane's translation was, I believe, the first ever made from the original, our familiar translation being a translation from Galland's French version. I own a copy of Lane's translation issued by Bowerman of New York, in 1909.

"Robinson Crusoe," with 300 illustrations in 3 volumes. Heath's "Gallery of British Engravings." "Curiosities of Literature, by I. D'Israeli," an English edition. The work was published in a cheap form by Lilly & Co., of Boston, in 1833. It was of course a pirated reprint.

"The Vicar of Wakefield," containing 200 wood engravings. A fine English edition of "Don Quixote," probably the Jarvis

translation from the Spanish. "Bolingbroke's Works," English edition, in 4 volumes.

There were other interesting and valuable works in the list, but I have given enough to show the sort of mental pabulum of which we were invited to partake in the 40's, by Bixby & Whiting. And the other book-men were not much behind in business enterprise. Powers & Bagley, Merrill & Heywood, B. C. Sargeant, Oliver March, N. L. Dayton, Milton Bonney, and even our pious and patriotic old friend J. Judson Judkins, with his alliterative compound jaw-wagging name, a whole flock of Jays, issued their regular weekly lists.

These old book-stores of the 40's were interesting and delightful, not only for the examination and purchase of books, but as places of meeting of the reading portion of our people. In 1845 the City Library contained only 5000 volumes, and when one called for a book the brusque but faithful librarian, Mr. Josiah Hubbard, without looking to see, was sure to answer in a ready and exasperating, "Out."

More books were purchased in those days than now, and the book-store was much more of an institution. I believe we have today, in this great city of one hundred and fifteen thousand people, one well-equipped book-store. Fortunately the proprietor of that is known as a Prince of good fellows. I cannot recall more delightful experiences of my youth than those of wandering about these old-time book-stores. And I confess I have not outgrown or outlived the habit. To be sure I was a mere youth, and a country one at that, and had no money to spend on the luxury of owning books; but I loved the atmosphere their presence created, and I also loved to look at them even if I did not buy them. I have no doubt I made myself sufficiently unwelcome to the gentlemanly bookmen on whom I inflicted my presence, and with whom I left little money. My parents how-

ever, must, I feel, answer for this adolescent obtrusiveness on the part of their only son, for I inherited from both the love for books and their dear companionship which I so deeply feel and cherish.

We had a good many book-stores, large and small, during the 30's and 40's.

Beginning at the neighborhood of Tower's Corner, on the west side of Central and near the corner of Middlesex street, was the old Franklin book-store, established by that name by a man named B. Matherson in 1832-33, at the location 5 Central street (the old numbering) in the brick building still standing, then called the "Union Building." Mr. Matherson continued to do business at this place until 1837, in which year he advertised as "Agent"; and as his name does not appear in the 1838 directory, I conclude that Mr. Oliver March succeeded him as proprietor and remained there during the rest of his life. The life-size portrait of Dr. Franklin conning a book, which was placed on the building above the shop entrance by Mr. March, was the work of Cobb. Mr. March was a kindly, genial man, and much liked by everybody. His tragic death by accident—falling out of a window of the Merrimack House—will be recalled. After Mr. March's death, the store was carried on for some years by Mrs. Eaton, the mother of Admiral Joseph Eaton, and sister of Mr. William P. Brazer.

Mr. Benjamin C. Sargeant for a short time occupied No. 39 Central street, and on the removal of Bixby & Whiting from the store under the old City Hall to Wentworth's Block, Mr. Sargeant took the City Hall store which he occupied many years. Mr. Sargeant was a gentleman of courteous and cordial manners. How plainly I can recall him approaching from the rear of the store with a pleasant smile upon his refined face, to attend to the call of a customer! He was mayor of our city in 1861, and bade our boys of the Sixth Regiment God-speed.

The old firm of Powers & Bagley was established in the Cyril French building, on the corner of Central and Middle streets, in 1842. The senior member of the firm was the well-known mason and master-builder, Peter Powers, afterwards a member of the firm of Read & Powers, which firm built many large buildings in the city, notably the County Jail on Thorndike street in 1858. I do not remember Mr. Bagley. I only know that he lived at No. 5 Hurd street. Mr. Powers' son, Charles H., was for a time clerk in the store.

About 1850 the firm of Powers & Bagley was dissolved and their successors were Merrill & Heywood, and, on the withdrawal of Mr. Heywood, he was succeeded by Mr. Levi H. Straw. Mr. Merrill was a former principal of the Edson School, a thorough teacher and disciplinarian. His boys used to say that they had to eat from a mantelpiece for a week after Mr. Merrill got through with them.

Before leaving this old stand, so long the place of book-sellers, I must say a word in memory of Fred P. Coggsall who came to Lowell in 1860, succeeding Merrill & Eastman, and occupied the store many years. He came to our city from the famous Boston bookhouse of Phillips & Sampson, and had a fine training in the business. He was a very pleasant and obliging man, with a keen appreciation of humor. His knowledge of books on the business side was remarkable.

The firm of D. G. Holmes & Co., opened a theological book-store under the Freewill Baptist Church, then standing on the present site of the Hildreth Building, about 1837. This firm was changed to Holmes & Fellows, who disposed of the place to Milton Bonney in 1839. Mr. Bonney was a brother of the distinguished lawyer, Arthur Perkins Bonney. Mr. Bonney published quite a number of small religious books. He sold out his

store in 1850 to Abel Whitney, who, after a fire in 1854, removed to 51 Merrimack street where he remained during his life.

Mr. Whitney came from one of the most distinguished New England families. He was uncle to the famous Yale and Harvard professors, Josiah and William, also of James L. and Henry, the former long connected with the Boston Public Library. He came to Lowell at the instance of the late James B. Francis to become paymaster of the Locks and Canals Company. He died respected by all who knew him in March, 1883.

Samuel B. Simonds kept for a time a book-store two or three doors east of the Whitney store on Merrimack street. Mr. Simonds engaged in bookbinding, and was located first on Central street over George Hedrick's, and afterwards on the same street over the Traders & Mechanics Insurance office in the old Central or French's Block. Mr. Simonds was a very worthy and much respected citizen. He was a very earnest Christian man, and was always ready to aid in every good work. He was a man of very considerable culture.

Nathaniel L. Dayton, who came to Lowell very early in her history may, I think, be considered one of the pioneers of the bookselling trade in our city. He was first located at No. 11 Merrimack street, afterwards, in 1842, at No. 87. Mr. Dayton was a book publisher as well as a bookseller, and issued a number of original works. Mr. Fred A. Chase, of our City Library, among a collection of books written or published in Lowell, which he exhibited at the recent Trade Fair, had a number of Mr. Dayton's books. With Powers & Bagley he published Dr. Mile's "Lowell as it Was and as it Is," in 1845. I remember Mr. Dayton very distinctly. He removed to Boston, and engaged in the bookselling and publishing business in that city.

Mr. Dayton's old stand was occupied by Mr. Sylvester Wilkins, who was a shoemaker by trade; but wearying of the bench,

and being able to make favorable connections with Boston book-selling parties, he engaged in the sale of books exclusively. He sold no stationery. I wonder how many Lowell people recall Miss Sarah Simonds, a sister of Samuel, who tended in Wilkins'. She was of ample proportions and her smile was as broad, in proper proportions of course, as her shoulders.

Sometime in the 50's, I think, a gentleman by the name of Walker kept a book-store on the corner of Merrimack and John streets on the present site of the Five Cent Savings Bank. I do not know how long he stayed with us, but he removed to Boston, and afterwards became senior partner in the publishing house of Walker, Wise & Co.

Mr. James A. Pease kept a small book-store in Central street in the shop afterwards occupied so many years by H. J. Ryerson. Mr. Pease had a book-store in the front part of the store, and had tables in the rear where he taught penmanship.

I wonder if anyone recalls Jonathan Allen who for a time was a bookseller at No. 81 Merrimack street. He left bookselling in 1850 and opened a bookbindery in City Hall Avenue, making a specialty of blank books. He lived on Paige street from 1845 to 1855. I cannot remember him, but an old friend does.

In 1837, Col. Abijaw Watson, a well known and pleasantly remembered citizen, long a prominent figure in the military history in our state, kept a book-store on the corner of Merrimack and John streets, the site of the well known pharmacy. Col. Watson moved to Middle street, and the store was fitted up as a drug store for Dr. O. C. Skelton, in 1840. In 1844 Dr. Samuel Kidder succeeded him, followed by F. & E. Bailey and by F. & E. Bailey & Co., from 1884 until 1898.

It may here be mentioned that Capt. Jonathan Marston occupied the cellar of this shop many years as a restaurant, until his removal to the cellar of Wentworth's Block, where he

remained during the rest of his business life. By the way, the cellar entrance is still to be traced in the foundation stone of the building and the sidewalk construction at the corner.

In 1832 Oliver Sheple, Jr., kept a small book-store on Central street, and published a little monthly Sunday School magazine called the "Rosebud." My mother subscribed for this monthly for the benefit of my only sister, then a little girl of nine years, and continued to do so for some time; so long, indeed, that the little book was much in evidence in the home. When I became old enough to read them, they formed a portion of my literary food.

I do not know when this little publication was discontinued.

I do not know the history of Oliver Sheple, Jr., or that of his successors, Rand & Southmayd.

I must not omit reviving a memory among old residents and old book-buyers of the inimitable John Philbrick, known throughout New England, who used to pay us an annual visit and sell books at auction during a week. I think he was the funniest, brightest, and wittiest auctioneer I ever heard. His very face was droll enough to set an audience laughing. He was dark haired and complexioned, had deep brown eyes, with big homely features, which lighted up every now and then with a comical expression as he commented on the merits of the book he was selling, or sprung a lively joke upon his customers, which created roars of laughter. He was the rival of the celebrated John Keese of New York City, the famous book-auctioneer and punster, whose salesroom I used to attend when a student, but of the two I think Philbrick was the more amusing and better educated. Keese was deemed worthy of a biography; I do not know that Philbrick received that honor, but he certainly deserved one. He was pretty well informed on the life of the author of the book he was selling, as well as the contents of his book, and would deliver in a most *ore rotundo* style selections from it.

But I must not tire your patience longer, and I will wind up this rambling talk about books and booksellers, by quoting these weird but striking lines of Bulwer.

“The past but lives in books, a thousand ages
Were blank, if books had not evolved their ghosts,
And kept pale unbodied shades to warn us,
From fleshless lips.”

THE PART BORNE BY THE PARENT TOWNS OF LOWELL IN THE WAR OF THE REVOLUTION.

LOWELL HIGH SCHOOL HISTORICAL ESSAY.
BY MISS AGNES H. GARVIN, OF THE CLASS OF 1916.

The people of our fair city of Lowell may justly feel proud of the heroic part borne by her parent towns in the War of the Revolution. As a city, we can claim no share in the patriotic efforts of those who won our independence, but we may well esteem our parent towns Chelmsford, Tewksbury and Dracut for their loyal devotion to the cause which means so much to us today.

The middle years of the eighteenth century were indeed a most critical time for the American colonies. George III not only enforced the laws which broke up their profitable commerce with France and the Spanish West Indies, but endeavored to tax these colonies without representation. The position which they assumed at this time deserves much credit. Declaring that they would never submit to an iron hand of despotism and oppression, they firmly adhered to their rights as Englishmen, but in defense of these rights, they manifested their wisdom and knowledge of the grave situation by their firmness and moderation of speech.

The people of the town of Chelmsford showed little desire to sever their connection with the English government. In all those trying days the town deplored the unfriendliness which followed, and declared it was not of their seeking. When the news of the closing of the Boston port reached Chelmsford, the town expressed the following sentiments: "Taxation without representation we have no conception of. The present act of blocking up the port of Boston we esteem dangerous and

destructive." In order to show their sympathy they collected a drove of sheep and sent them to their neighbors at Boston.

The breach between the English government and the colonies grew more serious until, at last, the rupture came by the opening battle at Lexington on April 19, 1775. This was the occasion of the famous ride of Paul Revere. At the call to arms, there was an immediate response from the little group of Chelmsford Minute Men. Two companies were soon formed at the alarm post, a rock standing where hay scales are now stationed. Captain Oliver Barron, an old veteran of the French and Indian Wars, commanded one. A smaller company was under the command of Captain Moses Parker. These companies soon joined other Minute Men who rushed from far and near toward Lexington. An incident which happened at this time gives us some idea of the spirit of these men. A young man, who had not been enrolled, ran beside Sergeant Ford's horse all the way to Concord. When Sergeant Ford asked his message, he breathlessly begged permission to go to the front in place of his more elderly employer.

At Concord Bridge the Minute Men encountered the British. This opening battle brought losses to both sides; but the Minute Men were victorious. The British drew back, and a running fight was kept up from Concord to Boston. We are told that on reaching Lexington, where they received re-enforcements, they dropped, panting, on the ground, like tired dogs. Percy's band was no longer playing "Yankee Doodle." The Regulars had been given plenty of "Yankee" for that day. In reporting the events of the battle, a British officer said, "The insurrection is not so despicable as it is imagined at home. The rebels have men among them who know what they are about." One of the patriots, William Fletcher of Parker's Company, gives us a picture of that battle when he modestly says, "Our company behaved

as well as could be expected all things considered. I was four times that day where the arrows of death flew thick."

Lieutenant Captain Moses Parker was wounded at Bunker Hill and left in the redoubt. The British took him to Boston where he died. The New England Chronicle of July 21, 1775 gives him the following tribute: "In him fortitude, prudence, humanity and compassion all conspired to heighten the luster of his military virtues."

When the people of Chelmsford heard of the repulse of the British at Concord, they took immediate action to support the general government in its conduct of the war. Sergeant Ford's company was attached to the regiment of Colonel Ebenezer Bridge at the later battle of Bunker Hill. Joseph Spaulding, one of its members, fired the first shot. His tombstone in the old graveyard at Chelmsford bears the following inscription: "He was among the brave asserters and defenders of his country where he opened the battle by firing upon the enemy before orders were given." There were sixty-seven Chelmsford men in the Battle of Bunker Hill. In 1777 this town raised thirty men to serve for three years. It was voted to pay them £20 each over the payment by the State and Congress. Later, owing to depreciation of currency, this amount was changed to twenty head of horned cattle.

Chelmsford has not forgotten the heroism of its fathers during the exciting days of the Revolution. On the village green there is a monument on which are found these words: "Let the Children Guard what the Sires Have Won."

The neighboring town of Tewksbury did not fail to fulfill her part in the great struggle for independence. The grim and dreadful war absorbed all the energies of its inhabitants. Although equal to her neighbors in valor, the fame of this town may not be as great, for she had fewer military leaders and her population was small.

On the morning of the memorable 19th of April, the call to arms drew a quick response from the Minute Men of Tewksbury. Captain Trull's grandson, Deacon Nathaniel Trull, tells us that his father, then a child of eight years, was sleeping in a trundle bed in his parents' room. At two o'clock in the morning a messenger aroused the Captain. While Captain Trull was signaling Captain Varnum of Dracut, the Minute Men broke into the arsenal where they obtained their weapons. At the appearance of their leader, they quickly placed themselves in readiness to march. It is said that Captain Trull restrained with difficulty the eagerness of his excited and valiant men. From behind sheltering trees they were firing upon the Redcoats. They were so engaged in their deadly work that they were frequently exposed to the fire of the enemy.

Mr. Herbert Trull, another grandson of Captain Trull, often relates an amusing incident in connection with this battle. When a boy on his way from Tewksbury to Salem, he used to pass Eliphalet Manning's door. This old veteran often called out, "I fought with your grandfather from Concord to Charlestown. He used to cry out to us as we sheltered ourselves behind the trees, 'Stand trim, men, or the rascals will shoot off your elbows.' "

Captain Trull was accustomed to drill and parade his company of Minute Men on one of the fields of his farm, which is situated on the cross road connecting the Lawrence and Lowell main roads. At one of these parades, as his men stood in the elevated field, which commands a fine view of Lowell and its surrounding towns, the Captain asked for volunteers. After reminding the men of their duty to the great and common cause which was calling them to its defense and support, he made the following statement: "Now let each man weigh the matter and his duty. The band will march around the company. If any man wishes to volunteer, let him fall in behind." Captain Trull's

son was among the volunteers. When the Captain saw the effect of his patriotic efforts he was greatly impressed. "My son," said he, "You must decide this matter; I shall not say a word to keep, or to urge you." The boy went, but never returned.

Tewksbury fulfilled her duty not only at Concord and Charlestown, but in every battle from the beginning to the close of that great war. The town may well be proud of her record, for she was represented at Charlestown, Boston, Cambridge, Roxbury, "The Lines," Rhode Island, New York, Ticonderoga, "Westward," and at the capture of Burgoyne. The scanty records, although only a small list of accounts, are full of votes to raise troops for the Continental Army and to furnish arms or ammunition.

Although the little town of Dracut does not give us as glowing a record of the struggles under which her inhabitants were pressed, the spirit of patriotism and sacrifice manifested was not behind that of her sister towns. When Dracut realized that war with England was inevitable, preparations began to be made to meet the emergency. Long before the breaking out of hostilities, the records are full of votes to train Minute Men and to provide ammunition. After the passage of the Boston Port Bill on January 4, 1775, this little town took immediate action. All who were qualified to vote were called to an assembly to vote to help Boston. On April 19, 1775, two companies of Minute Men, amounting to one hundred and twenty-six men, joined other companies at Concord. These men helped to make the road appear to be alive with rebels. We are told that the British were as amazed as if Minute Men had dropped from the sky.

In the following battle, that of Bunker Hill, on June 17, 1775, Minute Men were present from Dracut under the command of Captain Peter Coburn. Captain Coburn was in the redoubt. At this battle an incident occurred which showed the sentiment

and zeal of the patriots. Just as the order to retreat was given, a British officer mounted the breast works exclaiming, "Now, my boys, we have you!" At this moment Captain Coburn picked up a stone, hurled it at his head and knocked him down.

The name of a Dracut boy is inscribed on the great monument at Bunker Hill. This boy was John Thissell who left his little town at daybreak on June 17, 1775. Before the sun had set, he also was numbered among those who gave their lives for their country.

The scanty records of Lowell's parent towns are not sufficient to bring before us the scenes and hardships of the Revolutionary days. It is only as we gaze upon the silent graves of those heroes, that we form some conception of their great work. May we always honor our parent towns, for our independence owes an everlasting debt to the efforts of such towns as Chelmsford, Tewksbury and Dracut.

REMINISCENCES REGARDING THE CHILDHOOD
LITERATURE AND AMUSEMENTS OF MY
YOUNGER DAYS.

BY HON. SAMUEL P. HADLEY. READ DECEMBER 13, 1916.

When I was a child most of the book and magazine literature, for adult readers, consisted of imported books for those who could afford them, or reprints of English works and magazines, by American publishers. These last were called, and properly so, pirated editions. There was no copyright law as now, protecting the foreign author; and the American publishers, notably the Harpers, and the publishers of Philadelphia and Boston did not lag far behind them, were guilty of perpetrating this gross wrong on a helpless author. Such was the enterprise of some of these bookmen, that in many cases the book would appear in this country as soon as it appeared in England. No wonder the foreign author felt outraged, and thought us a nation of book thieves. If we had given them anything which they thought worth stealing, and could steal, the case might have been different. But we did not, for some time. One object of Dickens' visit to this country in 1842, was to secure protection to the foreign author, but nothing came of it.

Our literature did not get upon its feet until the middle of the 1820's, the decade before my birth. To be sure, Washington Irving had written and published his amusing "History of New York" in 1808; but he went abroad and his literary career did not begin until 1819, the year of the publication of the "Sketch Book," which, by the way, was first published by John Murray, in London. It is also true that Cooper wrote "Precaution" his first novel, in 1821; but Cooper's literary career did not get fully started until some years later. His chief works were written between 1827 and 1850. Reprints of English children's books

were comparatively few. We had Sanford & Merton, Swiss Family Robinson, Robinson Crusoe, Mrs. Hoffland's Farewell Tales, Tales of Illustrious Children, and some others; while for fiction we had, if we were allowed to read them, the Romance of the Forest, Children of the Abbey, Alonzo and Melissa, the Scottish Chiefs, Thaddeus of Warsaw, and possibly that awful spasm of Mrs. Radcliffe, the Mysteries of Udolpho. I am sure there are many who, like myself, in their childhood read some of the foregoing works, will agree with me that they were decidedly unsuitable for children, and, if their experience was similar to my own, found them rather disquieting reading about bedtime.

Our Sunday School libraries had in them very few books to interest children. They were largely of a religious or semi-religious sort, mostly melancholy and cheerless memoirs of "goody-goody" boys or girls, who experienced religion in childhood, lived a few brief years, and died happy. I used to think early piety was incompatible with length of days. That certainly seemed to be the teaching of these lugubrious biographies.

Of course we had newspapers. I presume the Boston papers were taken to some extent, but our household was limited to the Lowell Journal, then a weekly four page, then, as now, ably conducted, the Concord Freeman, founded I think, and edited by Francis R. Gougas, and afterward by Charles C. Hazewell, a first-class journalist and historical writer. The paper was delivered to subscribers on Saturdays by a post carrier, who rode about from subscriber to subscriber, calling attention to his arrival by blowing a not unmusical solo on a small hunting-horn. He did not leave his carriage or sleigh, but delivered the damp sheet to the member of the family answering his call. In summer, this work of the carrier must have been pleasant enough, but in winter, frequently terribly severe. He sometimes failed to

appear, if a rough winter storm was raging, and we had to wait for clearing weather to permit delivery. The old Concord Freeman was an excellent family paper for the times. The name was changed to the Middlesex Freeman and its was finally united with the Lowell Advertiser. We took, for a number of years, the Philadelphia Saturday Courier, a weekly family paper which besides being a good paper for news, made it a feature in every issue, to print literary matter from English publications suited for family reading. The "Lady of Lyons," the famous play of Lord Lytton, which was written I think in 1838 or 1839, was printed in full in this paper, and from it I learned to repeat Claude Melnotte's over-wrought, yet wonderfully beautiful, description of his palace by the Lake of Como. My mother for some time subscribed to Mrs. Sarah Josepha Hale's Ladies' Magazine and Literary Gazette, which that enterprising woman founded as far back as 1827, and continued to edit for many years. I have two bound volumes of this early monthly in my library, and they contain many contributions well worth reading today.

Perhaps you will say that we had in our family an unusual amount of reading matter, such as it was. That is not true; we were no better off than most of our neighbors. As I remember our little village in my boyhood, we were something of a reading community. Our pastor, Dr. Packard, and his successor, Mr. Whitney, were both book-lovers, and each set a good example in that direction. Mrs. Hale's Lady's Book had a number of subscribers besides my mother, and when Godey's Lady's Book appeared about 1841 I believe, almost every old family subscribed for it. Our neighbors across the street, Mr. Jacob Howard's family, had long taken the old Boston Anthology, edited by Dr. Emerson, the father of Ralph Waldo Emerson, and when I was a boy I used to borrow the bound volumes to read.

But if the boys and girls of our country of seventy-five years ago had little for them in the importation of foreign books—if they had no children's magazines, no special departments for them in the public libraries, and if our Sunday School libraries were as a rule rather dull and depressing reading for them—do not forget that they had two great and devoted friends in those grand Americans, New Englanders both and of the very best stock at that—Samuel Griswold Goodrich, dear old "Peter Parley," and Jacob Abbott, whose labors for so many years were devoted to the useful field of affording instruction to the youth of their native land, and whose memories are cherished in the hearts of their countrymen. In the old Bunhill Fields burial ground in London, there stands a beautiful monument, whose inscription tells that it is placed over the grave of Daniel De Foe, the author of "Robinson Crusoe," through the united contributions of the children of Great Britain.

I do not know whether or not the gratitude of the children of America has ever been manifested in like manner over the grave of the author of Peter Parley's Tales and the editor of Merry's Museum, or over that of the author of the Rollo Books and the Franconia Stories; but I hope and feel that, in the united gratitude felt in the hearts of the children of our country and in the hearts of all lovers of children, each has found "a monument more enduring than brass."

Samuel G. Goodrich was born August 13, 1793, and died May 8, 1860. Of 176 volumes written by him, 116 were written for children under the name of "Peter Parley." It is said that seven millions of his books have been sold.

Jacob Abbott was born November 14, 1803, and died October 31, 1879. Among other books for the young he wrote the Young Christian Series, 4 volumes; the Franconia Stories, 10 volumes; Histories for the Young, 19 volumes; Marco Paul's

Adventures, 6 volumes; Harper's Story Books, 36 volumes; The Rollo Books, 36 volumes; Science for the Young, 4 volumes; and American Histories for Youth, 8 volumes.

There were very few amusements for children in my childhood. We had spelling schools at the school-house in the winter, and now and then a children's party. Sometimes a strolling showman would give an entertainment at the tavern hall. I remember a man named Dickinson gave a concert in which he played a programme on the harp. The admission for boys was twelve and a half cents, but as I had not that amount of money about my person at the time, in company with two other lads, equally impecunious, I climbed up one of the stone piazza posts of the old tavern, and listened to the music at a window very near the musician. I think Dickinson afterwards kept a dance hall on Middle street. I remember going one evening down to the city to see the great Diorama of the Burning of Moscow. I think it was exhibited in Classic Hall. We saw some moving figures, which we were told were French soldiers, in the foreground, and Moscow in the distance. All at once the city burst into flames, explosions were heard (executed on the bass drum) and Moscow went up in smoke. Then the curtain fell on the terrible scene. I expected to see Napoleon Bonaparte, but he did not show up, and I was disappointed. Soon after that I saw the Diorama of the Battle of Bunker Hill and the Burning of Charlestown. This was decidedly better than Moscow. It was about home, and was historic and patriotic. I remember I thought the retreat of the British down the slope of Bunker Hill was very satisfying. The Burning of Charlestown also was great. The Diorama was preceded by a sleight-of-hand and ventriloquial performance by old Harrington—then a young man—dressed in his old cotton velvet suit, which I thought pretty good.

One evening we had an exhibition of electricity at the tavern hall which called out quite a crowd. The exhibitor had an electrical stool or stand on which he invited persons to stand and be electrified. I remember that, among others, Pig Foster stood on the stool and received an extra dose of the fluid, and every individual hair on his head stood up as stiff as wire.

Such were the simple and, to many, the satisfying amusements of 75 and more years ago.

Truly "the times change and we change with them," as the old Latin maxim has it.

The fall of the year I was eight years of age, my father remarked at the breakfast table that there were stopping at the "Tavern," as the public house kept by Mr. Thomas Parker, at Middlesex Village, was familiarly called, a man and two boys from Swanzey, N. H., who were advertised to give a concert of instrumental music in the hall of the public house that evening. My father, having relatives in Swanzey, had been acquainted with the father, and gave us such an account of the musical performances of the family, that I asked him to take me to the hotel that I might become acquainted with them. He assented, and after breakfast we walked over to see the Swanzey people.

I found one of the boys, named George, a year or two older than myself, the other, John, a year younger. We soon became acquainted, as boys will, and while our fathers were talking together, the lads took me upstairs, and showed me the instruments upon which they played—a clarinet and a slide trombone. John said he played the latter instrument which was a great deal longer than he was tall.

The father said it was their custom to play a few selections at the door of the hotel the day preceding the evening of their concert and if we would remain a short time we could hear them. Soon the father and sons took their instruments, and

standing on the steps of the tavern, startled the quiet of the dozing village with strains of martial music. The father played the key bugle, the sons, as I have said, the clarinet and trombone. Soon a crowd began to gather about them. The male hat-finishers and female hat-trimmers from Bent and Bush's shop, on the opposite corner, laid down their work and came forth; all the canal boatmen in the neighborhood were attracted to the spot; children stopped on their way to school; indeed, before the first piece was finished, the audience was quite large. I have no idea what tunes were played. In one of them I remember little John played a solo, which delighted the company very much, and the exhibition of his talent was followed by loud applause.

I was so delighted with the entertainment, particularly with the performance of my new acquaintance, Johnny, that I begged to attend the concert in the evening, to which request my father, who was a great lover of music, readily assented. The morning performance bore fruit by a full attendance in the evening. The concert was, I remember, a great success; and I remember going home at its close filled with a steadfast resolution to insist on being taught to play the trombone right away. Since that day I have heard many fine orchestras and bands in my own and in foreign lands, but I do not believe I ever since experienced the same exquisite pleasure in listening to music, which I derived from the performances of the Strattons. It was the first concert I ever attended. I looked upon that boy of seven with his trombone as a superior being, a genius and something wonderful, as indeed he was.

In after years I again met with the elder brother, who was in the music business in Boston. My acquaintance with John ceased with the concert. I heard, however, of his connection with the Chelmsford Brass Band and of a subsequent career, full of pluck and enterprise and rewarded with success.

Mr. Stratton was, I have said, connected with the Chelmsford Brass Band. Permit me to add a few words concerning this excellent musical organization of long ago. It came into existence about 1841 or 1842, and was composed of Chelmsford musicians, the larger number being residents of North Chelmsford. The leader, the late Dr. John C. Bartlett, of Chelmsford Center, added to his many accomplishments that of being an excellent musician. He was a thorough musical scholar, and second to none in scientific knowledge of the tuneful art. His musical compositions were numerous and he played with skill upon a number of instruments. He composed and arranged much of the music played by his band. One of his compositions, "Bartlett's Quick Step," is familiar to music lovers of sixty years ago, and I would rather hear it played by a good band than the opera bouffe stuff and variety song arrangements of the present day. Dr. Bartlett was an enthusiastic lover of music, and had the faculty of imparting his enthusiasm to others. He led his band upon the E flat clarinet, and he drilled them with the hand of a master, as he assuredly was. The band was not composed of mere novices. Many of them were accomplished musicians, who thoroughly understood their work, and their selections were of the very best.

Among them was Mr. Charles Bird, also an excellent musician, who played well upon almost any instrument, and who for years was choir-leader of the Congregational Church in North Chelmsford. He was also an accomplished teacher of music. Mr. Bird played in the band upon the clarinet and post-horn. Another member was the late James Whittemore of North Chelmsford, a natural musician, who played with great skill upon the violin and trombone. He, of course, played the latter instrument in the band. His mother taught him the violin. I

have heard my father, who knew her well, say that she was an excellent violinist, a rare accomplishment for ladies sixty years ago.

Our venerable and respected fellow citizen, the late Mr. Harvey Silver, was also a member of this band, playing both the clarinet and post-horn. Mr. Silver was always a lover of good music, as his interest in the performances of the old Choral Society amply demonstrated.

The late Samuel Parker, of Middlesex Village, was also a member, and played well upon that most difficult instrument, now seldom heard, the ophicleide, upon which the late Mr. James Kendall of the Boston Brass Band used to perform with such surprising skill. If I am not mistaken, the late Mr. George T. Sheldon, of North Chelmsford, then a mere youth, was a member of this band during the latter part of its existence. There were other good musicians connected with it, of whom I have not time to speak.

Let me say, however, that when the band got hold of the "Wrecker's Daughter," "Winslow Blues," or "Bartlett's Quick Step," with Dr. Bartlett leading in the E flat clarinet, there was music in the air, and good music, too. The band ceased to exist about sixty years ago.

IMPORTANT EVENTS IN THE YEAR 1840.

HON. SAMUEL P. HADLEY. READ DECEMBER 13, 1916.

Every year that rolls by brings its events of importance, but I think the year 1840 was a year marked with the happening of more important events than any year during the two preceding decades. Abroad the British-Chinese war broke out. In South Africa a war broke out between the Boers and Zulus. In Central and South America it was a year of political upheaval, but there was nothing unusual about that. In Brazil, there was a general overturn, and Dom Pedro II, then still under age, was declared Emperor. This is the same Dom who once visited Lowell, and many persons thought he resembled the late Joshua Daniels. This year the Powers recognized as an independent state, the Hawaiian Islands. By the terms of this recognition, missionaries were admitted and Christianity taught in the islands.

In the Orient things were bad enough. The "unspeakable Turk" had a rebellion on his hands, which, at one time, threatened to bring about a general European war. Representatives of all the Powers, except France, met in London, issued an ultimatum, and threatened the rebel leader with punishment, if he did not comply with terms, sent a fleet against him, and after they had brought him to terms, allowed him to remain in Egypt, in direct contravention of the terms of the ultimatum.

Sir Charles Napier who commanded the allied fleet said of it, "I was ashamed of my country and myself."

Poor old Spain had her regular insurrection this year, of course. The Queen Regent was obliged to abdicate, and a gentleman, Espartero, was created Regent, and the Papal Nuncio was expelled from Madrid. There were terrible floods in southern France, in the rivers Soane and Rhone. The waters of those

rivers rose higher than it had been for 250 years. Greece had an earthquake which laid the city of Zante in ruins. In this year screw-propellers were introduced in the British navy, a manner of ship propulsion which, in 1852, became common in the British merchant service. The Cunard company was the first to use it in transatlantic ships; I believe the old *Cuba* was the first vessel so equipped. The last side-wheeler of the Cunard line was the *Scotia*, which left the line in 1874. Speaking of inventions I may add that it was this year that Dr. Samuel F. B. Morse obtained his first American patent for his Magnetic Telegraph.

This year witnessed the trial and punishment of the leaders in the great Chartist uprising of the previous year, which, for a time, assumed the character of a revolution, and seriously threatened the throne itself. It was finally suppressed. The Chartist uprising was a call for a new Bill of Rights or People's Charter, comprising universal suffrage, including that of women, secret ballots, and a number of other concessions. The leaders were convicted and condemned to deportation. On the 10th day of February of this year, Queen Victoria was married to Prince Albert amid great demonstrations of approval by the English people. Lord Melbourne is said to have brought about this marriage. Prince Albert was not popular in England. I think today a German Prince would find it hard to break into the royal family by marriage. On the 21st of November following was born the Queen's first child, the Princess Royal, Victoria Adelaide, who became the wife of the German Emperor Frederick III, and grandmother of the present beloved Kaiser, the devout believer in his own interpretation of the thirteenth chapter of St. Paul's Epistle to the Romans.

The only other event which I care to notice, and which happened abroad this year, was the death of Paganini the great

Italian violinist who performed such wonders on the G string and left his famous Guarneri violin to his birthplace, Genoa.

Beau Brummel also died this year.

Let us now see what we were about on this side of the Atlantic in this year 1840.

Martin Van Buren of New York was President of the United States, and Richard M. Johnson of Kentucky was Vice-President; John Forsyth of Georgia was Secretary of State; Levi Woodbury of New Hampshire was Secretary of the Treasury; Joel R. Poinsett of South Carolina, Secretary of War; James K. Paulding of New York was Secretary of the Navy; John M. Niles of Connecticut was Post-Master General; and Henry D. Gilpin of Pennsylvania was Attorney-General. R. M. T. Hunter of Virginia was Speaker of the House.

Massachusetts was represented in the U. S. Senate by Isaac C. Bates and Daniel Webster, and in the House of Representatives by twelve members, among whom were the venerable Ex-President, John Quincy Adams, Robert Charles Winthrop, Caleb Cushing and George Nixon Briggs, who afterwards served for a number of terms as Governor of the Commonwealth.

At the State election of 1839 Marcus Morton of Taunton was elected Governor of the Commonwealth by a majority of one. I am able to give his vote as it stands on record. Whole number of votes, 102,066. Necessary for a choice, 51,034. Scattering 307; Edward Everett had 50,725; Marcus Morton had 51,034. There was no election of Lieutenant-Governor by the people, but the Senate elected George Hull, and on the 18th of January the Governor and Lieutenant-Governor took the oath of office in joint convention. The Governor did not deliver his inaugural address until the 22nd of January. Gov. Morton was again elected Governor by one vote in 1843, when there was no choice by the people, and the Legislature elected. The

plurality law has done away with the trouble of no election by the people.

I remember Governor Morton perfectly well. I saw him in full uniform accompanied by his staff, when he reviewed the troops at a muster held on the Tyler muster field in Middlesex in the fall of 1843. He was a fine-looking man, grey haired, and of impressive appearance. In those days the Commander-in-Chief wore, as was thought proper, the uniform of a soldier, as in fact he was. He did not do as his Excellency does today, ride on a horse in citizen's dress, followed by his staff in a gorgeous train.

The population of the Commonwealth in 1840 was 718,582; that of Boston was 93,340, not so large as the present population of Lowell by 20,000; just about Lowell's population in 1840, 20,981. Lemuel Shaw was Chief Justice, and Samuel Putnam, Samuel S. Wilde, and Charles A. Dewey were Associate Justices of the Supreme Judicial Court. I do not remember having seen Judge Putnam, but the others I remember perfectly. The portraits of Judge Shaw and Judge Wilde, which hang on the wall of the Court House on Gorham street, the former by Alfred Ordway, and the latter by Thomas B. Lawson, are excellent. A replica of the Wilde portrait is in the portrait gallery of Dartmouth College.

Theron Metcalf, who was afterwards a Justice of the Supreme Court, was, in 1840, the Reporter of Decisions.

James T. Austin was Attorney-General. Wendell Phillips said a few words to him in Faneuil Hall one evening.

Elisha Huntington was Mayor of Lowell in 1840. The Aldermen were Jonathan Tyler, John R. Adams, Joseph Bedlow, Harlin Pillsbury, Seth Ames and Stephen Mansur.

The Common Council: Jefferson Bancroft, John Nesmith, Samuel Burbank, Tappan Wentworth and twenty other good men. Thomas Ordway was City Clerk.

The most remarkable event of this year 1840, was the Presidential Election resulting in the defeat of Martin Van Buren and the election of William Henry Harrison.

I can recall many of the events of that excited contest with perfect distinctness. The amount of claptrap, and gross personal abuse the Whig Party put into that contest was a disgrace to American politics. Log Cabins ornamented with coon-skins nailed on the outside, barrels of hard cider, a beverage said to be the favorite tippie of the venerable old General, were carted about the country; a lot of doggerel songs were sung like the famous one of "Tippecanoe and Tyler Too," and "\$2.00 a Day and Roast Beef." Hard cider canes were carried, the handle being a little miniature barrel. Talk about the badges worn at the last election! They are of no account beside this which I hold in my hand and which I have had in my possession since 1840.

On September 10th a great Whig convention was held on Bunker Hill. A grand procession was formed on the Common which passed through the principal streets, and was composed of 25,000 delegates. "Its banners, emblems and badges," wrote an enthusiastic reporter, "were beautiful beyond precedent, and the enthusiasm of those composing and witnessing it, made a most animated scene." A heavy rain came on in the afternoon as the procession was returning, wetting many to the skin without damping their ardor. Large delegations from Lowell, Chelmsford, and other Middlesex County towns attended this meeting. Among the delegates from Chelmsford was our neighbor Mr. John Wilson, who, being a man of enormous proportions and consequently of impressive appearance was selected to carry one of the largest and heaviest banners displayed in the procession. There were those who said that Uncle John did his duty manfully and heroically on the route to Bunker Hill, but that, on the return march, when the rain came on, he swore

fearfully and blasphemously all the way from Bunker Hill to Boston Common.

It was, even with its drawbacks, a great day for Uncle John, and he felt highly honored by the part he played in it. He loved to talk about the events of the day, and it was necessary only to mention Bunker Hill to him and you would be sure to hear the whole story.

On the 13th of January, 1840, occurred the terrible marine disaster which caused a thrill of horror throughout the whole country, the burning of the steamboat "Lexington" in Long Island Sound, by which 84 passengers and 37 of the boat's company lost their lives. Among the passengers were many well-known persons. Accidents on sea and land, with great loss of human life, were not so frequent in 1840 as they are to-day. I was a lad of nine years at the time of this fearful accident, and well remember the horror it excited, and I remember also the time and place when I first heard of the dreadful tragedy.

On January 27th, a benefit was given at the Tremont theatre and the sum of \$1,072.25 collected for the widow of Mr. H. J. Finn, an actor, who was lost in the "Lexington." On the 30th of January another benefit was given for the widow of Charles L. Eberle, another actor lost in the same accident. On June 3rd of this year there occurred an event of great importance—not only to the city of Boston, but to the whole country, and indeed to the whole commercial world—the arrival at Boston of the steamship "Unicorn" of the Boston, Halifax and Liverpool Line, familiarly known then and since as the Cunard Line. Her passage from Liverpool, including her stoppage at Halifax, occupied 16 days. The last time I crossed we were 13 days. The Unicorn was the first ship of the Cunard line to enter the port of Boston. The wharves were lined by citizens anxious to witness her arrival, and she was welcomed by salutes, and a display of flags

from the U. S. ship "Columbus," moored in the channel, and the Revenue Cutter "Hamilton." On the 5th of June the City Council of Boston gave a dinner to Mr. Edward Cunard, the son of the proprietor of the Liverpool line, and Capt. Douglass the commander of the "Unicorn." The Council, with their guests, numbered about 350, among whom were members of the Legislature, and judicial branches of the state, officers of the U. S. government, representatives of foreign nations and distinguished strangers. His Honor the Mayor (Mayor Johnathan Chapman), presided and the newspaper man says, "a number of elegant speeches were made expressing the interest felt in, and the friendly sentiments aroused by the occasion."

The "Unicorn" was the smallest of the fleet, but the earliest to cross the Atlantic. She was large enough to make a good-sized tender to a great modern ship, and could have been placed on the bow of the *Lusitania*, forward of the bridge, without being much in the way.

On the 18th of July, the *Brittania*, the first of the larger sized packets of the Cunard line, arrived at East Boston in 14 days from Liverpool, a quick passage for a new ship, an average run of 214 miles a day. On the 21st they had another great time over the arrival of the *Brittannia*. 2000 Boston men gave a grand dinner to the officers of the new ship and they had ladies in the galleries.

By the way, the *Brittannia* was the ship which brought over Charles Dickens and his wife to this country in the winter of 1842, and was the ship associated with a singular incident in the winter of 1844.

The winter of 1844-5 was one of unusual severity in New England. Boston Harbor was frozen over as far as the Light and the frozen surface was enlivened with sledding, coasting and sleighing. There were booths on the ice for the sale of eatables

and drinkables. It was like the Thames at London in 1648. One booth in particular, where could be seen the celebrated Dedham "striped pig," was well patronized. The pig found himself in a pen before the ice melted. The "Brittannia" was frozen in at her wharf at East Boston, and could not get out to make her voyage without help. Accordingly the merchants of Boston hired a force of Fresh Pond icemen, and cut a channel as wide as the steamer and seven miles long, and through this salt-water, ice-cut channel, the Britannia made her way to the ocean and proceeded on her voyage. Not long ago I saw this scene represented in a Bufford lithograph, framed and hanging in the window of a book-shop on Cornhill.

Returning now to 1840. On August 17, 1840, the new steamship "Acadia" of the Cunard line arrived after a passage of only twelve and a half days, including the stoppage at Halifax. There was no celebration over this arrival. The event had become too common to call for special notice. On the 17th of June 1825, the corner stone of Bunker Hill Monument was laid by the Grand Lodge of Masons in the presence of Gen. LaFayette and a vast concourse of people. Daniel Webster was the orator of the day.

The work of building the monument went on until January 1829, when the Association having expended all its money and being in debt for a loan of over 23,000 dollars, work on the monument was suspended. The monument at this time had reached the height of 37 feet only. The history of the building of the monument is painful and depressing reading. I do not care to dwell upon it. In 1840 a great fair was held in Boston to aid in the work, on the 9th day of September. It was the largest and finest the city had ever known. It was held in Quincy Hall, the great hall over Quincy Market. The proceeds of tickets and sale of articles amounted to over \$32,000. This amount, added to a gift of \$10,000 dollars each by Amos Lawrence of Boston,

and Judah Touro of New Orleans, \$25,000 received for land forming a part of the battlefield, and the proceeds on one night's dancing by Fanny Ellsler at the Tremont theatre, where she had been appearing, enabled the Association to go on with the work and complete the monument.

In the summer of 1842, being at the time eleven years of age, I walked alone from Tremont Street, Cambridgeport, to Charlestown to see the unfinished structure upon which work had been resumed. A big hoisting crane stuck out of the top of the monument, which I judged to be about 50 feet from the ground. The ground about the monument was covered with blocks of Quincy granite ready to be hoisted into place. While I was looking at it a workman slid down on a guy-rope from the top to the ground.

I was present at the dedication of the completed monument which took place June 17, 1843, eighteen years after the laying of the corner-stone, and heard Daniel Webster deliver his celebrated oration. And what do you think was the cost of this patriotic memorial, after all this hard struggle to build it? The frightfully enormous sum of \$157,000, about the amount now paid by the public for movie shows and mum-plays for 4 weeks in the city of Boston.

In December 1840 the case of Mrs. Kinney, accused of the murder of her husband, was tried by the Supreme Court. It resulted in an acquittal. This case excited great interest in Lowell, on account of the fact that the woman's first husband was the Rev. E. C. Freeman, pastor of the First Baptist church in this city, who died very suddenly, under circumstances which excited suspicion in some quarters.

I can well remember the interest felt by the people of our city in the result of this trial.

It may not be amiss to say that this year Ralph W. Emerson published the "Dial," Poe his "Tales of the Arabesque," Cooper his "Pathfinder," and best of all that Richard Henry Dana gave to the boys of the world his "Two years before the Mast."

LIST OF PAPERS
READ BEFORE THE SOCIETY IN 1916.

"Reminiscences of Lowell Booksellers." Hon. Samuel P. Hadley, February 9, 1916.

"The Romantic Marriage of the Indian Princess Weetomo." Mrs. Sara Swan Griffin, May 10, 1916.

"Reminiscences Regarding the Childhood Literature and Amusements of my Younger Days." Hon. Samuel P. Hadley, December 13, 1916.

"Important Events in the Year 1840." Hon. Samuel P. Hadley, December 13, 1916.

The Prizes offered by the Lowell Historical Society to the Graduating Class of the Lowell High School, for the best essays on "The Part Borne by the Parent Towns of Lowell in the War of the Revolution," were awarded as follows:—

First Prize, \$10 in gold, to Miss Agnes H. Garvin.

Second Prize, \$5 in gold, to Miss Elsi Rowland.





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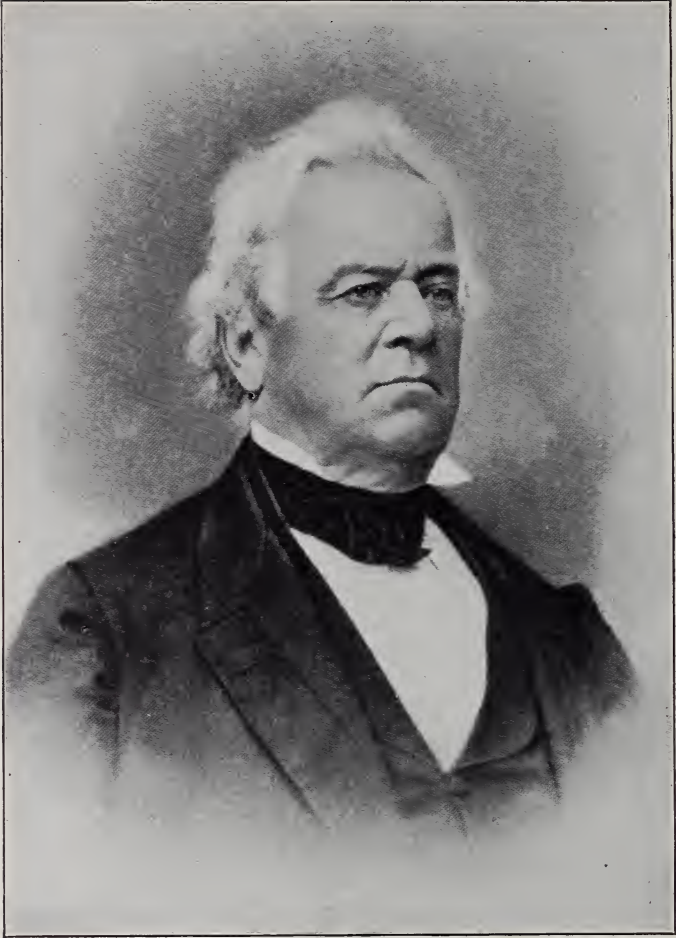
"'Tis greatly wise to talk with our past hours"—Young

LOWELL, MASS.
BUTTERFIELD PRINTING COMPANY
1926

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GEORGE BROWNELL

Born August 8, 1793

Died April 27, 1872

THE JOURNAL OF GEORGE BROWNELL ON A VOYAGE TO ENGLAND IN 1839.

PRESENTED TO THE SOCIETY AND READ BY HIS GREAT-GRAND-
DAUGHTER, MISS HARRIET FRANCIS BENNETT,
OCTOBER 10, 1917.

Mr. George Brownell was born in Portsmouth, R. I., August 8, 1793. After his marriage in May 1816 to Lydia Wilbur Sweet, a Quakeress, they lived in Thompson, Conn. Later they removed to Waltham, Mass., where he became connected with the men who founded Lowell, to which place he moved in 1824, and later succeeded Paul Moody as Superintendent of the machine shop of The Proprietors of the Locks and Canals on the Merrimack River, and occupied the house on Worthen street now known as the Whistler House. The machine shop, foundries and smithies were incorporated in 1845 as the Lowell Machine Shop, and Mr. Brownell retired from the superintendency in 1846. Here everything in the line of mill machinery was not only made but invented and designed, for in the early days there were few models from which to copy. With the advent of the railroads the Shop made locomotive engines, and it will be noted that Mr. Brownell's Journal records his inspection of the English railways and rolling stock.

He had four sons and five daughters. The eldest daughter, Sarah Wilbur Brownell, born in Thompson, Conn., February 12, 1817, married July 12, 1837, Mr. James Bicheno Francis, born May 18, 1815, at Southleigh, Oxfordshire, England. He succeeded George W. Whistler as the Engineer of The Proprietors of the Locks and Canals in 1837, and acquired a world-wide reputation as an hydraulic engineer. Mr. Francis held that position with the company until his death September 18, 1892.

Mr. Brownell was intimately associated with the growth of Lowell, was a member of its first City Council in 1836 and also in 1837, was an alderman in 1838 and 1839, was one of the founders of the stage lines from Lowell to Boston, Newburyport, Salem, Worcester, Concord, N. H., and other places, was prominent in musical circles, was a trustee of the Lowell Institution for Savings, 1831 to 1845, was elected a director of the Railroad Bank in 1837, was chairman of the committee on the organization of The Old Residents' Historical Association of Lowell in 1868, and died April 27, 1872. He was one of the pioneers of Lowell, and a representative of the rugged, honest, energetic life of its early days.

He was sent abroad in 1839 to study industrial and mechanical conditions and methods. He went over in a sailing vessel in 25 days, and returned on the new steamship, the Great Western, in 14 days. His diary or journal which is here reproduced, presents a remarkable picture of the methods of travel in the first half of the last century, and of the industrial and social life of England.

JOURNAL

Left Lowell for Europe Feby 13. 1839 at 5 O'Clock P. M. stoped at the Pavilion in Boston—good house—Left Boston the 14th. for Fall River Via. Taunton a famous place for herring, arrived at Fall River at 2 O'Clock P. M. took dinner with my friend O. S. Harris. Left on the 15 at 8 O'Clock A. M. for Stonnington Via Providence, took the Burthen Train loaded with fresh Cod & Haddock, Stopped at every house & at every gate way, very accomidating, paid nothing Good Road, arrived about 5 O'Clock, Stopped at the large house very emty in the winter, a good summer house, pleasant place—Left Stonnington Saturday evening the 16th at 8½ O'Clock P. M. in the Steamer Narragansett fast Boat, Cylinder 56 inches dia—11½ feet stroke, Slept

but very little, on account of the labouring of the boat through the ice, arrived at New York about 9 O'Clock Sunday Morning Stopped at the Globe Hotel kept in the French or European Style, Got shaved walked up Broadway about 3 Miles, called on Mr. Morrison, returned took dinner at 3 O'Clock felt pretty well, went to See the Great Western liked her general appearance, though rather dirty outside, did not go on board, think She is better than She looks, returned through Muddy Streets, See lots of old Sows & Pigs, and plenty of Smiling Girls, (Black & White) got home about sunsett very near used up

Monday 18th Called on Mr. Ibbotson & others got some letters walked about the city—quite tired by night, took tea, ordered a fire in our room found it full of smoke, opened the windows, swore at the servants, got the smoke cleared, wrote to Mr. Jackson and to Mrs. Brownell, Burnham & his brother John returned from Russell's Concert—very dry & Hungry, ordered some fried Oysters, Coffee, Champain, & other notions, felt pretty well, went to bed at 12½ O'clock, dont like the house, to many notions, very Costive, shant go there again—

Tuesday 19th took breakfast early, got shaved, called on our friends, very glad to see us, took advise, with a large lot of letters to numerous to mention, went on board of Ship at 11½ O'Clock, took Leave of our friends, many of the Sailors wives on board, very loth to part with Jack. at 12 O'Clock taken in tow by the Steamer Hurcules, went into the cabin & took a hearty Lunch, felt very well, arrived at the hook about 3 O'Clock, The pilot left us. Steam boat cast off with a part of our friends, three cheers given & returned, put to Sea with a fair wind, about 4. O'Clock took a hearty dinner. Soon after my friend Burnham was a little sick, sorry he had listed, I felt very well, fine company of ten passengers, fine Ship, and our Captain (Barstow) second

to none—took tea about 8. O'Clock Burnham still sick, I pityid him, went to bed at 9. Slept well.

Wednesday 20. up at 7 O'c—wind Still fair, Burnham Still Sick, poor fellow, how he mourned for No. 41. and for his brother goff, at 8 threw the log making 7½ nots beutyfull morning, Sailors washing the decks, two or three Sail in Sight, no land to be Seen, plenty of Gulls & other Sea birds, flying to & fro, the passengers in imitation are constantly walking the decks, Joseph in particular, with his Father, and the Doctor, Sailors Spinning their yarns with their ho heagh ho—good Musick especially at Midnight.

At Noon took the Sun found ourselves 147 Miles from the hook, drank some Porter, Burnham is better, in the afternoon wind dies away, Ship rolls, felt some uneasy wished I was in or had waited for the Great Western, no help for us, took more Porter felt better, went to bed at 10. Slept well

Thursday 21. up at the usual time found the wind dead ahead and had been so since midnight, got our breakfast, walked the decks Smoked took Snuff, drank Porter, Champain, & other wines eate wild Goose & Canvass back ducks, capital Ship at Noon found that we had run only 65 Miles in the last 24 hours, asked the Captain to land us on Cape Cod, would not, without pay, therfore we told him to go ahead, See not Less than Six Sail of Vessels at one time, Grand Sight at Sea, took dinner at 3. felt as well as usual, in the evening See a popoise very near, Burnham was very much frightened supposed it to be a Shark or a Whale, but the doctor and myself persuaded him after a long argument that there was no danger, it was rather amusing to see him—trembling, and chattering his teeth, I think he will Stand it better next time, at about 8, we heard the cry of Ship ho—went on deck & beheld a Most beutyfull Ship under full Sail, very near

us, the Most grand Sight that I have ever Seen especially at Sea, as goff said.

Friday 22 The birth day of our immortal Washington his eaqel has never been in America long may he be remembered—, we intended to have celebrated the day & to have had a Ball on deck in the evening, but owing to the wind being dead ahead, and Many of the Passengers Sick & others in Low Spirits we did not do much more than than to remember his name in a Solemn Manner—at noon the Captain reported that we had only run 45 Miles toward our destined port, dined at 4 O- on Wild Turkey, Pork & beens & other good things to numerous to Mention, Burnham has recovered from his fright, and is fishing for Gulls with a long line baited with a piece of Mutton, dont think he will catch them—one Schooner is all that we have seen this day.

Saturday Morning 23d Wind dead ahead & not much of it, rained most of the day,—very unpleasent—Spent most of our time in the Cabin, we found at noon by our dead reckoning that we had run 50 Miles in the last 24 hours—eaquel to an ox team—a Ship in Sight most of the day, during the day read Sam Slick, played checkers with the Captain, and at Chess with the Doctor,—not much to bragg of on either Side—about 5 OClock the wind died away—and was calm for about an hour—we then got a Smart wind from the north—Squared our Sails & went on our way rejoicing, nothing better than a fair wind at Sea, and Cod fish on Saturday, by the way our Captain is a Massachusetts Man and is very fond of Johnny Cake, & pudding, Cod fish & potatoes, fritters & Molasses, Seasoned with a Cape Cod anecdote which is generally very good, went to bed at 11. wind blowing heavy, Ship rolling and piching like a Mad bull— Slept but very little thought of home, heard Burnham groan, rather pitied the poor fellow but could not help laughing.

Sunday 24 Went on deck about 9. and found that we were a going $10\frac{1}{2}$ nots most eaquel to a rail road—wind incresing Seas running Mountain high foaming with wrath, frequently breaking over the Ship, a most Magnificent Sight—the Captain took an observation at Noon & found that we had run 125 Miles in the last 24 hours and that we were 400 Miles from New York, wind still increasing, Sailors sent aloft to reef topsails, seemed to be as much at home as a gray squirell on a hemlock tree, poor Burnham looked at them with an eye of pity and was very much afraid that they would fall overboard & be lost—I think in fine days he will cast his fears into the Sea and will act more like a man—went to bed at 10 and had enough to do to keep Myself in my berth—Slept but very little.

Monday 25. Up at 8. wind North going 9 nots Shall beat the great Western if the wind continues—rather unplesant on deck, Ship very crank, The Captain believes that he was cheated out of 40 or 50 tons of ballest, Most of us rather dull on account of Sleep, perhaps you will enquire who is us? I will now tell you, The Ships crew including the Captain & 2 Mates, Stewarts, waiters, Cooks, duck feeder & cow keeper, &c—number about 28, The Cabin passengers 10, Steerage passengers 6 or 8=46, our C. passengers are fine fellows and Hail from most all parts of the world, Mr. Yates the eldest on board is an Irish gentleman of the first water. Mr. Fowler & Son of New York, Mr. Fowler is a native Englishman has lived at N. Y. about 25 years, Mr. Lang of Glasgow (Scotland,) has been to the Island of Cuba a fine fellow, Mr. Clarkson a Yorkshire man resides at Toronto U. Canada, Mr. Rae a native of the Orkney Islands resides at U. Canada, Dr. McDonald resides at New York (City) Mr. Burnham from Spring Vale (Maine) Mr. Brownell from the City of Lowell, a Lady from Brooklin N. York, going to England after her Daughter, has been Sick all the way every

attention is paid to her to Make her comfortable—at noon The Captain informed us that we had run 243 Miles in the last 24 hours—to 10 Miles per hour, our time is spent in eating & drinking, reading, telling Storys, &c—in the after noon the wind dies away, making from 3 to 5 nots prospect of a change of wind, the Sea is Smoother in the evening, could walk the deck, which we always do when we can, Burnham has behaved very well to day, (give the devil his due) went to bed at 10, with a fair prospect of Sleeping sound—

Tuesday 26 quite revived, had a buityfull Sleep, found the wind changed to South by west, moderate breeze at 9 began to increase, at noon by the dead reckoning we had run 175 miles in the last 24 hours, wind increasing to a gale, going about 10 nots took our usual lunch, went on deck found that we were running like a race horse under double reefed top Sails, wind blowing from the Gulf very heavy at times, waves high & Mighty, but our Noble Ship is rolling over them with apparent Majesty, nothing but the all powerfull God who holds the Ocean in his hand, and sends the wind where he pleases can harm us, in him we trust, at 2 the wind hauled to due west which is dead fair, some rain with heavy Squalls, have Seen no vessell since Saturday, expect to make the Banks of New Foundland tomorrow evening, which is about one third of the way, had baked beens for dinner, thought of home, and of the Puritan Fathers, Burnham has got over his sea sickness and is trying to raise a pair of whiskers, (great cry & little wool)—no prospect of much Sleep to night, we have been in the part of the Vessel which is called the poop, taking a view of the Ocean which is beyond description, Sublime & Grand—

Wednesday 27. Slept but little during the night but made myself contented by being satisfied that we were on our way, and going ahead rapidly,—found the wind changed to North, Ship

making from 9 to 11 knots, see a fine lot of Porpoises & Black fish some of them were said to be 30 feet long, before noon the wind dies away, and the little we have is nearly ahead, A Ship making a long Voyage can well be compared to human life, She generally starts with a fair wind, every thing looks prosperous, She Sails on for a short time when suddenly She may meet a gale, a Calm, or a head wind, in either case She meets with trouble, besides the danger of rocks, Shoals, Iceburgs &c &c— at Noon we found ourselves in Lat. $41\frac{1}{2}$ north Lon. 52 west about 1030 miles from Sandy hook—40 Miles South of the Banks of Newfoundland at 3 Met the Brig. Oivol bound to Boston with a fair wind, exchanged signals, & lost sight of her in a short time, a very handsome Brig—I have sent Burnham to bed poor fellow he looks tired & sleepy.

Latt. 41.30

Long. 52.05

Thursday Feb. 28, 1839—8 OClock A M. Found the wind a head and not much of it, dark & foggy morning, see some floating ice, after breakfast the Captain informed us that there was a larg Iceburg or Island of ice near our Ship, all hands were on deck in a moment, and beheld the Monster as it may properly be called, it was at Least 60 feet above the water and eaquel to 200 feet Square on the top, The Captain as well as the passengers was very much alarmed, as it was so foggy that we could not see twice the length of our Ship and was liable every moment to meet another which would (if we Should have run against under full Sail) Stove our Ship to atoms and every soul on board must have been lost. The captain ordered the Ship to be put under Short Sail and laid as near the wind as possible in consequence we made but very little head way, in the course of the day we see others not so large say from 20 to 50 feet above the water, between 6 & 7 P. M. we run into a

large field of broken Ice, The Sailors were in great confusion knew not what to do, The Captain was on deck in an instant and his orders were instantly obeyed, the Ship Sailed through in it about half an hour, (about 2 Miles) he then hove her too—we are now 11 Oc drifting about 1 Mile per hour in View of 4 Islands one on each side, some of them very large, (shant sleep much this night,) I was very much astonished when I see the thermometer diped into the water & found it stood at 26, we tried it at another time when we were at least a Mile from the ice and found it to be the same, it Stood in the air at 30 and did not freeze on deck, which is also very strange to me—at 12 (midnight) it cleared up so that we could see some 4 or 5 Miles ahead, light Sails were set and we went on our course with a fair wind, we soon run into another field which was very thick. damaged the Ships copper considerably, as the carpenter (an Italian) expressed to the Captain, he says, him damned Ice beat all the copper off *his* Bow the last field was not more than half of a mile wide, we soon run the 4 Islands out of sight, at half past one we discovered 4 other Islands three on our Larboard Side one of them the Captain judged to be 100 feet above the water & one about 70 feet the other two were not so large, after we past them the Ocean was clear as far as we could See, some of the passengers were up all night, Burnham & myself went to bed at two Slept but very little, I have seen more Iceburgs than I ever wish to see again, The Captain and the Stewart have been running between New York & Liverpool for nearly thirty years and have never seen so much Ice in all their passages, so it seems that I have seen $\frac{1}{2}$ as much as they have, pretty well for the first Voyage.

Latt. 42.45

Long. 50.10

March 1 up at 5. wind west blowing Strong, going about 10 nots at 9 wind more southerly, kept our coarse, no ice in sight, felt much better on that account, the Captain as well as the rest of us was very much relieved when we got off from Greenlands Icy Mountains, wind at 11 rather light, prospect of a change— 2 o'Clock wind came to the west blew very strong, took in Sail, went on our way rapidly, Burnham some alarmed dont think he will Sleep much.

Latt. 43.14

Long. 47.59

March 2. 4 O'Clock A. M. Wind west, blowing a gale, Making 12 nots. Very difficult to eat, drink, or Sleep in a gale of wind, Sailed about 240 miles in the last 24 hours ending at 12 OClock M.—2 Oc. very heavy sea, wind Squally and very Violent—shipped a number of seas some of them very large, going under close reefed fore & Main top sails, & a close reefed foresail which were all the sails that we could possibly carry, very interesting Sight to see 16 men on the foreyard taking a reef, sometimes they were nearly dipped in to the sea, then the roll of the Ship the other way would carry them very high, much higher than I care about going, at 11 we shipped a very large Sea carrying away a number of casks filled with Oysters, Corn, &c—the water was nearly 3 feet deep on deck, the Ship was staggered & Burnham expected we were lost, but our noble Ship bore it with Christian fortitude, and we are still going ahead.—

Latt. 44.25

Long. 38.08

March 3. 8 OClock A. M. Going like a steamer, almost without Sails, blowing heavy and Squally, Seas as high as Mountains, Passengers rather dull being deprived of Sleep & exercise, which is by the way a great luxury on board of a Ship. We have seen no Sail since the Brig. Oivol Mentioned on the 27. ult—,

Sea gulls is the only living creature (except what is on board of Ship) that we have seen for some days, We have a number of excelent Story tellers with us especially the Captain, I will here relate one of his which I thought very good. he says that he had an English gentleman with him not long since who had been travelling in the United States, and in compairing the Americans with his own Nation, Says that the Yankees have two ideas where his countrymen have one, and for the proof of the fact he tells this Story, He says that he was riding with a Stage driver in one of the Middle States who wore a white hat, that was painted black about half way up, he asked him why he painted his hat? he replied that his wife was dead; The Englishman Says that there was no countryman of his that would ever have thought of it. Such story's as the above is our chief amusement in a gale of wind, latter part of the day the wind was more moderate, nothing very remarkible ocured during the day, Burnham had a hard fall on deck in the evening, if any one should ask me whether he had drank too much I should say no, (tell no Story's out of school) He however is not the only one that has fallen—fair prospect of a good night rest, expect to See the land of St Patrick in a few day's—

Latt. 46.33

Long. 32.54

March 4. Wind fair and making 10 Nots Seas reduced to a fair size, passengers walk the decks with an occasional Lee Lurch, very good excuse for drinking too much. Most delightfull morning some of the Sailors are barefoot on deck, nearly as warm as summer, hardly a cloud to be seen, Our congress men will leave Washington this day, some of them will have the consent of the people to Stay at home—a very happy circumstance, afternoon wind Moderate all Sail Set Making about 9½ nots. Walking the decks in high glee, Mrs. Daggers the name

of the lady passenger, is on deck, (by the way a very strange name to go to bed too) has been very Sick, but has got to be pretty well, A Lady like Woman notwithstanding her name; I believe the City officers are elected this day at Lowell, I presume that I am no longer an Alderman, never mind so the World goes, perhaps I may have an appointment from the Queen, have some hope, if I should be disappointed Shall go to France, at 4½ OC—a Ship in sight supposed her to be the North America, which Sailed from Liverpool for N. York the same day which we left N. York. She has probably had some head winds, soon lost sight of her, we expect to be at 12 OClock tomorrow in Longitude 27.—

Latt. 48.02

Long. 27.49

March 5. 8 OClock A. M. Wind S. W. smart breeze, smooth Sea, Making 10 nots, prospect of the wind changing to the South & east, which will be against us, head wind without Steam is not very agreeable, to people that are a Thousand Miles from the land, without provisions, but we are contented by being fed on the fat of the land, and the Fowls of the air, and the fine fish of the sea, plenty of Wines, Whiskey, Porter, Brandy, Soda, Cider &c &c—Fine Fruit such as Oranges, Apples, pears, Hickery Nuts and a great many other things too numerous to Mention, 2 OClock, on our course making 10 Nots wind South west by south, Ship lays down but goes ahead, 9 OClock P. M. Still making 10 Nots, rather uncomfortable for the passengers, cant walk the decks, Burnham is writing a letter, probably to a Female friend, the other passengers are prepairing their papers, and closing up their accounts expecting to be at Liverpool on Sunday next, (Very doubtfull)

Latt. 48.40

Long. 22.21

March 6. 7½ O'Clock A. M. Wind North, changed at 11. last evening, blowing fresh, Making 11 nots rather unpleasant on deck, we have had since we left the Ice a very extraordinary run, our greatest days work is 244 Miles & our average is 222 miles per 24 hours which is considered extra for so many days in succession, (5 days) We believe that we are as near Liverpool as the Great Western is to Bristol, which is about 300 Miles, and if the wind continues favorable we shall be there first, some prospect of a head wind which would be unwelcomed by the passengers, all of us seem to be very anxious to arrive, although we are very comfortable on board, 6 P. M. Making 9½ Nots, all on deck to Judge of the wind and weather, dont agree, my own opinion is that the wind will come ahead—

March 7. 7½ O'Clock A. M. as I predicted the wind at 5 died away and the Sea rather smoothed, very pleasant morning, passengers under lips hung rather low, at 9 the wind came from South east, not much of it, Braced up Sharp, we could lay within 3 points of our course, made from 3 to 4 nots, at 12 wind increased, with a heavy sea rolling against us, some of the passengers were playing a game called Shovel board, others were walking the decks, and looking for a fair wind, 4 P. M. Saw 2 Ships bound west with a fair wind, too far off to be known, 8 P. M. heavy wind from S. E. knocked the Ship nearly on her beam ends, put her away before it & took in nearly all her sails, then brought her round to the wind against a very Sea, found her to lay 3 points from our course, Made about 4 nots. dont expect to See Cape Clear this week, which is less than 300 Miles from us—we are growing very impatient to See land.

March 8—8 O'Clock no wind, Ship rolls very much, We suppose the wind where we now are has been East for Many days, very heavy Swell, The passengers look more down to heel (as the Captain expresses it) to day than I have ever seen them,

all in the cabin, some of them reading, others resting on their elbows, not a word spoke for two hours, very much like a Quaker Meeting, abundant Showers of rain about these days, 12 M. found ourselves in Latt. 50. North—Long—16. W.—Wind up and down, or no way at all at all, made very little head way in the last 12 hours, no prospect at present of doing much, 4 P. M. dull Music, no go, Bell—rung for dinner which brought every man on his legs and seemed to change their faces from a deep blue to something like a natural colour, after dinner felt some better, walked the decks, cleared away very pleasant, no wind yet, evening very clear, and bright star light—wind west, but very weak equal to 2 Miles per hour—

March 9. 8 A. M.—Wind South by East, Making about 2 knots, which was our average run for the last 12 hours, not more than 2 of the passenger up, The Captain has the hipo, at Such a rate that he has cut off his boots which we hope will change the wind. He probably would not confess that anything was the matter, but the boots speak for themselves, and will be our principal evidence, afternoon wind S. by E. smart breeze, prospect of making Cape Clear tomorrow, passengers grow more & more uneasy as we approach the coast. We may possibly land at Cork if the wind should be ahead, We can there get some Irish Whiskey in its pure state, and see the paddys with their Jackets buttoned behind, which I have a strong desire to see—

Sunday March 10 Dark & gloomy morning, frequent Showers of rain, wind South Strong breeze, barely lay our course, against a heavy head sea. Noon only 45 Miles from Cape Clear Wind rather ahead, uncertain whether we Shall be able to go to the windward of it. The Captain is full of anxiety on account of its being foggy which prevents us from seeing more than one or two Miles ahead. The coast is said to be very dangerous, 10 OClock no land or light to be Seen, the Captain ordered the Ship

to be put about, and to run a course West by South which is going almost directly back Kept that course 3 or 4 hours then took the other tack which brought us back again.

Monday 11. 8 O'clock. As we were at 10 last evening raining larger drops than I have ever seen. The Captain says some of them are 2 inches diameter, or as large as a Salt Cellar, no land in sight, very dark & foggy afraid to Set much Sail on the ship, looks squally, line gale expected about these days, hove the Lead found 65 fathoms of water, muddy bottom, The Captain is very uncertain where he is as he has had no observation for some time, he is therefore feeling our way in the dark, afternoon Still dark & foggy, threw the lead found 54 fathoms Large Gravel Captain is in doubt thinks he is not as far as Cape Clear, Ship is put about, stood off from the land 4 hours, then on the other tack within about 3 points of our course.

Tuesday 12. 8 O'clock A. M. Dark and foggy Standing towards the land as we suppose, Wind moderate, every eye is on the lookout for Land, 12 O'C—as we were foggy as usual, 45 fathoms water by the lead expect to see land soon. 4 O'Clock Land ho—but too far off to be known, keep the same course at $4\frac{1}{4}$ discover the 3 towers near Waterford Ireland Ship put about, soon came in sight of a Steam boat which proved to be the St. George from Cork bound to Dublin, nearly all the passenger concluded to go on board of her as it was very uncertain when the Ship would get to Liverpool Wind being ahead, The boat was lowered from the Ship our baggage was put on board, the Sea was very high and dangerous, more so than I expected. Six of us got into the boat with our baggage, came very near being swamped or oversett, but we arrived safe on board of the Steamer, the boat returned after the remainder of baggage & Passengers, and after taking all the baggage belonging to Mr. Clarkson, and a considerable which belonged to others the boat

was capsized and every thing lost, except the boats crew which were picked up, a boat was put off from the Steamer to save the baggage, but not a thing could be found.

The first part of this affair was rather Laughable, the passengers as soon as they see the boat was all in a flurry some running one way and some another & some Jumping right up and down, singing hurrah for the Steam boat, get your baggage ready, then to see them running against each other as the Ship rooled some tumbling down & others falling over them, when the boat came near the Captain being a full blooded Irishman asks some questions like the following, and have you any sick on board of your Ship, (then) is there any gentleman that would go to Dublin, we have plenty of the crature, and fine potatoes, and room enough for your honors, when he see the boat capsized he says by Jasus they have over sot her, bloody nouns lower your boat and save them, after he found—the baggage could not be saved he seemed to express great sorrow, after we got under way, took some Irish Whiskey punch and made ourselves as comfortable as possible, Mr. Clarkson although his loss was great seemed to care but little about it, The Captain amused us in the evening by telling us some capital Irish Storys.

Wednesday 13. Dark day, dense fogg. Captain was all the time in fear of getting on the Sholls, heaving the lead every five minutes, Very Slow boat, our greatest speed was not more than five miles per hour, had a large number of paupers, & some of the Queens Soldiers, finally arived at Dublin at 8 oClock P. M. Stopped at the Northumberland House, took tea, & off to bed.

Thursday 14 up early, pleasent Morning, had not Seen the Sun for five days, walked about the place, fine buildings, after breakfast went to the boat to get our baggage, after a good deal of trouble. We had it carried to the custom house, waited half

an hour for an officer to examine it, he finally came clothed in Majesty, opens the large doors, looks very wise pulls our things out of our trunks, which took about an hour, then says it must remain & we must go to the long room, Locks the doors & goes off, we went to the long room where we found about thirty knowing ones making out our papers and asking questions of each another; tried to frighten us, could not do it, in three and a half hours they got through. the Same business could be & is done in our country in fifteen Minutes, I was very nervous and should let off Steam very freely with a very trifling more delay, We then waked about the place, See a Monument for Lord Nelson, another for Wm the 3d on horse back. The Bank building is a grand piece of architecture of the Corinthian Order, Said to be as good as any in Europe, Trinity College a very spacious building, The Custom House very large. St. Michaels Church Splendid building, Gothic Order., the cemmetry is said to have the anticeptic quality of preserving dead bodys. 8½ O'C. took the Steam boat for Liverpool loaded with 160 head of cattle, large number of hogs & Sheep, & about 100 Paddys of all Sizes, with a large lot of Eggs, Cabbage & other Vegetables for the Market.

March 1839

Friday 15th Past the South America at 9 OClock A. M. about 9 or 10 Miles from Liverpool, in a perfect Calm, passed the night comfortably considering all circumstances Many of the Passengers were very sick, Some Dandys on Board, Arrived at Liverpool at 10 OClock A. M. rainy Morning, Stopped at the Adelphia, good House, washed and changed clothes, got a plan of the City & went out to deliver our letters, got very wet, See Mr. Thornley, and Mr. Ogden the American Consul, Some places very difficult to find, before night we were very tired, went to our house took Supper, felt better, went to the Theatre, no

great things, went home before the play was done, & Soon went to bed.

Saturday 16. After breakfast went out to deliver our remaining letters, See Mr. Thornley who went with us to see Mr. Hartley, an Engineer very Clever Straight forward Man, Shew us his works, promised us some letters used a little soft soap, said that we were doing work to a better advantage in our country than he was & he almost made me believe it, his blacksmiths Shop is not so good as ours, his fires are blowed by Men, and is obliged to have two men to every fire, had one large trip hammer which I thought to be very good, he makes some Iron from Scraps which he says is better than he can buy, he has Sheers & a punch very much like the one used by Oliver, in the Smithy, he had some very good Lathes, and a small Steam Engine which carried them a very neat pattern & very good work, Mr. Hartley had been sick for some days & on that account I presume he did not show me all his Works. Mr. Burnham went to see Barring & Brothers & one of their Men went with us to See Mr. Forresters Works (Vauxhall Foundry) who looked at us rather hard but finally admitted us through his works in a hurried Manner being about dinner time, (I did not See the Foundry) he has a large Shop for building Engines for Steam Boats & some Locomotives, the Locomotive business he Says he dont like, his last pattern for Locomotives is very much like the Drawing we had sent from New Orleans, being for Six Wheels, driving wheels in the Center, straight axles, Cylinders outside of course, dont like Crank axles, the Cylinders are 13 inches diameter, 18 inch Stroke, nearly the whole of the boiler is covered with wood, the Tyres are $1\frac{1}{2}$ inches thick when finished, his work is well finished, he has a large number of plaining Machines (6 or 8) some of them very

large he declined making any tools to Sell, he sometimes employs 500 men including his furnace, shall try to see his shop again.

Sunday 17th Went to Church in the Morning. The Music was very good being performed by the Members of the blind Asylum the psalms and nearly all the services were Chanted, they were more than 1½ hours performing the Morning service, and the Sermon about 25 Minutes, took Dinner at 4 OC. with Capt. Barstow & Doct-McDonold, Mr. Fowler & Son, intend to write letters to go by the Great Western by the way I forgot to Mention that the Great Western arrived last tuesday at Bristol & her Passengers about 2 days before us at Liverpool.

Monday 18. Celebrated as St. Patricks Day at Liverpool & I believe throughout England, Great gathering of the Irishman this Morning, with their Shamrock and Shillales, See Mr. Thornly who went to the rail Road with us to get some general information about Rail Roads, Mr. Booth the Tresr. Superintendent, Mechanic (and as Mr. Thornly says) the whole life & Soul of the concern, was very polite and willing to give us all the information that he possessed, but was at that time very much engaged, left Mr. Storrows Printed dockument, Shall call & see him again, recieved eight letters from Mr. Hartley, to various parts of the Country, at 2½ P. M. took the rail Road cars for Preston passed through a fine country, the gardeners were at work, many things looked very green. The Farmers were Ploughing, some with three & some with two horses & a boy, arrived at Preston at 5½ OClock P. M. took dinner like a Gentleman, (at the Black Bull Inn) Stopped ten times Second Class Train, took dimentions of the car, in which we rode, from rail to floor 3 ft. 10 in. Hight inside 5 ft—length 4 ft 7 in—width or length of seat 5 ft 8½ in—Six in each apartment—three apartments in a car four wheels, Cars are connected with a bar in the middle with a right & left hand screw, a Chain each

side which hangs loose, 2 Spring Bunters, Strong, we were $2\frac{3}{4}$ hours from Manchester to Preston which is 31 Miles.

Tuesday 19 as Mr. Winstanley was not at home we returned to Wigan (13 Miles from Preston) See Mr. Ekersly Examined a Mill belonging to Mr. Ekersly & Sons, in which they have about 30,000 spindles, part Throstle & part Mules, some Self acting made by Sharp & Roberts, said establishment Cost 50,000£ or \$250,000. their Machinery is very close in their Mill, Iron roof intended for a fire proof building. Very steady & Solid, Work people look in good health, not so well dressed as ours, they have many young boys from 14 to 16 yrs old tending looms, & some old Men, Girls dressed in Calico petticoat & coarse Burlap Spencer, (Very odd— Coal costs them at their Mill from $2/9$ to $4/$ per ton— $1/3$ of their Mill make yarn for the German Market. I obtained from them 2 papers which are as follows Factory Regulations

all persons under 18 years old work 69 hours per week & are obliged to have a certificate from a surgeon appointed by the Inspector before being employed in a Mill. No Child under 13 years old can work more than 48 hours per week, Obligated to attend School 2 hours per day, they employ a school Master at the Mill, who testifies to their attending said school—

Price of Cards—

Sheet 35 by 4 inches	No. 90—10 crowns	1 $1/16$ in.	cut $4/9$ each
do 35 " 3 " "	50 over	1 in.	" $3/3$ "
100s Fillet $1\frac{1}{2}$ in	Broad 1 $1/16$ in	cut $8\frac{1}{2}$ d	per foot in length
90s " $1\frac{1}{2}$ " "	1 $1/16$ " "	8d " " "	" "
75s " $1\frac{1}{2}$ " "	1 $1/16$ " "	$7\frac{1}{2}$ d " " "	" "

Wages paid in Wigan to factory help per week of 69 hours.

to Scutching Masters	12/ to 18/	per week
to Feeders & Scutchers	7/ " 8/	" "
Carders & Overlookers	20/ " 24/	" "

Strippers & Grinders	9/	"	"
Drawers	7/	"	8/ " "
Rovers & Slubbers	7/	"	8/ " "

Throstle Spinners for 208 Spindles—8/3 doffing their own bobbins per. week

Mule Spinners for No. 40 twist 476 Spds—12/3 per 100 lbs.

" " " " 16 Weft 4/8 " 100 lbs

Engineers 20/ per week

Mechanics & Smiths 4/ per day of 10 hours

Another paper. Calculations for Spinning & weaving No. 16 in to cloth 29 inches wide like Boott Mill No 1

	d	
Spinning	.710	
Weaving	1.000	
General expenses in Sping	.448	
" " " Weaving	1.250	= 3.408 pence per yd

N. B. The general Expenses include every thing except interest on the Capital invested in Buildings & Machinery

Prices Paid for Machinery at Wigan

Loom 38 in. Reed without harnesses &c	£7.10.0
Loom 48 in. Reed without harnesses &c	9.5.0
Scutchers with 2 Beeters & lapping app.	110.0.0
Cards 36 in. without Clothing or straps, (wood Cyls.)	40.0.0
Drawing frames 2 lines of rollers	12.0.0 not like ours
Slubbing frame 32 spds 10 In. bobbin 5½ dia.	2.0.0 per Spindle
Roving frame 72 spds 6 x 3 3/8 in.	1.7.0 " "
Throstle frame 208 spds 1 7/8 in.	0.9.0 " "
hand Mule frame 476 spds 1¼ Space	0.4.6 " "
Self Acting Mule 444 spds 1¼ Space	0.8.0 " "

Wigan contains from 25,000 to 30,000 Inhabitants

they Card 380 lbs per week Main Cylinder 39 in dia. Doffer 20 inches dia. & 35 inches long, with 4 workers & 4 Strippers $\frac{1}{2}$ 6 in & $\frac{1}{2}$ 4 in dia. no flats, made very good work—their first Picker has 2 beetters and winds on to rollers, then 3 of the rollers are put on to another Machine with one beater & is again wound on to another roller very Smooth & eaven, their Picker house is at least 50 feet square, they Mix 3 or 4 different kinds of cotton, they sometimes have 50 bales in the room at one time

March 20 Wednesday. See Mr. Winstanley at Preston went with us to see Rail Road depo; Locomotive Engines with 4 Wheels 92 tubes 3 ft 4 in. long in each very simular to Burys—their Shop is not yet finished, pretty well contrived, they have a Bridge built over the river Ribble which cost them near 50,000 £ 5 Arches 120 feet Span. 36 ft. wide a fine piece of work. We then went to see Mr. Swainsons Cotton Mill which is 465 feet long & 48 wide and he says is the same size as Noahs Ark? contains 54,000 Spindles, better Mill than we see at Wigan. They have Powerful Engines to drive the Mill, Viz— 2 of 90 horse power, cylinder 47 in dia. 8 feet stroke, they use double & single carding, like double best for fine work, They prepare their cotton as follows—in a large room they open some 20 or 30 bales of different kinds of cotton which they mix together, they then spread on to an apron and it passes through a picker with 2 beetters and is dropped in to a box at the other end, it is then weighed and spread on to another Picker with one beater & wound on too a roller simular to ours. It is then carried to the Card, their help looked more like ours. We see at this Mill a Machine for feeding coal into the furnace which worked very well, operated by the Steam getting to low (very like a regulator, in the afternoon Mr. Atkinson introduced us to another Mill owned by the Messrs. Horrocks & Miller Co. in this Mill there has been a large sum expended in orniments Such as brass trimings on nearly all their

Machinery kept very bright & looked very well, Upright Shafts polished, the whole Mill was well finished, fire Proof, no room lost, being filled complete from bottom or top, they are building a new Mill, one room is calculated for 720 looms, the new Engine which is nearly finished is 200 horse power, and said to be the best in the Country, I would Mention that the room built for the looms is only one Story, with 3 pitched roofs lighted all round and on the top, this kind of room is preferred for weaving, the preparation room is very similar to Mr. Swainsons—at 3 Oc. I Started for Wigan. Mr. Burnham went to Manchester I Stopped at the Eagle & Child—intend to see Mr. Daglash tomorrow.

Thursday March 21. Wigan 8 O'Clock A. M. Started in a gig with one horse (if it may be called a horse) to see Robert Daglash Esq however I arrived at his house in about an hour, being 4 Miles, with him I spent most of the day, in talking on Matters & things, and in looking at his curiosities, his Office being filled with a great variety, of Plans & parts of Locomotive Engines & Rail ways, Many Specimens of Minerals which he has collected from various parts of the World, agreed to Meet him at Manchester tomorrow at 10 O'Clock, started for Wigan to be in time for the Cars, with a free use of the lash I arrived just in time, Viz 3½ P. M. Arrived at M. at 5

Friday 22. Went to the Shop of Mess—Sharp & Roberts and went through it very quik, Mr. Daglash arrived in time, we then started to View the Machine Shops in general, the first we see was Messrs Whitworths, a first rate Shop filled with good tools, got some of his prices, Mr. W. invented the Motion to plain both ways, has some very eccentric notions, & Motions in his Machines, We next went to Mr. Ormrods Shop where he is building some Locomotive Engines See some good tools, from there to Mr. Fairbairns a Scotchman and sd to be a very ingenious Man, See

his Machine for riviting boilers, it finishes rivits 8 in a minute. for Cylinder Boilers I think it a Capital tool, he is also Making L. Engines, has a large lot of good tools,

Saturday 23d. Mr. Daglash is still with us, and will be of great advantage to us, as he knows all Manchester that is worth knowing, went to the Shops of Messrs Collier, Lewis, (2 Shops) Mr. C. has the longest Plaining Machine in England Viz. 36 ft long. 5 ft wide $4\frac{1}{2}$ ft deep, each of the above Shops have & Make good tools, Mr. Daglash & Myself then went to the rail Road depo, See Mr. Fife a Broad Scotchman, has the care of the repair Shop Said to be a very good practical Man, we then took the Cars for another Shop Viz. Mr. Naysmith, about 7 Miles distance, they are Scotchmen Make very good Tools, got some of their prices Mr. Daglash Starts for home, all the Shops of any importance have Foundrys connected with them, by the way we have had rain $7/8$ of the time since we arrived in Manchester—intend to see some of their Mills on Monday.

Sunday 24 March rather a dull morning went to the Collegiate Church, very large Gothic Building services Chanted by 100 boys, very few Men, no Females, Music very good, afternoon took a walk, More than half of the people were in the Streets,—

Monday 25 Called at the Shop of S. & Roberts, See their Locomotive Shop, they have 2 very large Shops & employ about 800 Men, which they pay 6/ Sterling per day on an average, some of them as high as 10/ per day, they are turning out about one Engine per week, got a list of prices, Spent the day in several Shops, delivered letters to Mr. Fielding, and Mr. Isherwood.

Tuesday 26. Called at other Machine Shops which have very Good Tools, got some prices, See Mr. John Spencer at his house, also Mrs. Morvell, See a Shop where they made Steel

reeds, they had 6 Machines, Made some reeds very fine for Silk weaving, Spent the evening with Mr. Fielding, Staid late, See some high Fellows recd a letter from Mr. Daglish saying that he should be at Liverpool tomorrow at 10 OClock

Wednesday 27. A little unwell drank some Whiskey last night probably too much, took the Cars for Liverpool to meet Mr. Daglish, Stopped at the Grecian Hotel, (Good House) went to See the Liverpool & Manchester Rail Rd depot they have a large Shop, occasionally build a Locomotive Engine went through the tunnel about 6000 feet in length, the Cars are draw up by a stationary Engine they descend by their own gravity, they have about 60 L. Engines made by various builders, nearly all of them are on 6 wheels, Some of them are coupled outside them they use for carrying heavy burthen Trains. They have 2 tunnels which come into the city in 2 places, one for the passengers, the other for the Burthen Trains, Mr. Mellen has the general care of the Shop & Engines a very clever fellow, intend to see him again, in the evening went to a Sacred concert which was very good.

Thursday 28 Went with Mr. Daglish to 3 Shops Viz Mr. Burrys, Forresters, & all of which build Locomotive Engines. Mr. Burrys Engines have 4 wheels. Some of them he couples outside, does pretty good work, See Mr. Abram about Mathematical Instruments engaged some for Mr. Whistler & Myself, at 5 P. M. Started for Manchester in First Class Train, Stopped only once one hour & ten Minutes in going, some of the Miles in 1 Min. & 50 seconds faster than the Lowell Road the people at Liverpool are afraid of a War. Vessel had arrived from Halifax, which brot unfavourable accounts, have not seen any Cotton Mill at Manchester yet, the owners are very Jelious, dubtfull whether we shall be admitted.

Friday 29. Good Friday but little done in Manchester walked about the place expected to Meet J. D. Prince Jr.—appears

rather shy, dont know why, he need not fear us, we have no disposition to hurt him, perhaps he thinks we should trouble him, Poor fellow, I am sorry for him; I wish for his fathers sake that he had a little more common sence. (I say a little more) I should have said a little common sence, by the way I dont think they have a large Stock in the family.

Saterday 30. Went to the Shops of Messrs Fairbairn & Co and Joseph Whitworth & Co I bot of the last two tools which I will describe

C. Size Jam plate case hardened	£5. 0.0
5 Setts of dies $\frac{1}{2}$ to 1 inch	1.10.0
15 taps 3 of each Size	4.10.0
5 Master taps (so called by them)	1.10.0
2 wrenches to fit taps (hardened)	.13.0
Box finished to prevent rust	.15.0

13.18.0

A patent Upright drilling & Boring Machine, 22 in. frame to center of drill and to bore from $\frac{3}{8}$ to 6 inches diameter, with Speed pulleys & Slow Motion, Self acting downward Motion for all Sizes of holes without change of gear, Sliding table movable upwards & downwards by hand through a range of 36 inches, last Iron Base for supporting heavy work without the table and capable of taking in an article 52 in. high for £100.0.0
 extra table for giving circular & start line Motion 25.0.0
 cone driving pulleys 1.5.0

£126.5.0

Sunday 31. Waited for J. D. P. Jr. but for some reason or other he did not appear, at 11 Oclock took the Stage for Leeds and was $6\frac{1}{2}$ hours about 40 or 42 Miles, not so fast as our own Stages, (paid a heavy Bill at the York Hotel then the servants

came in for their fees, like a flock of hungry Wolves only a little more polite,) passed through Oldham, see nothing important, with the exception of a large Stone on each side of the front doors of the dwelling houses, which the men use whenever occasion requires and undoubtedly is not a very sweet smelling place, the general appearance of the people is rough, ragged & dirty.

Monday April 1. Walked about in the Streets of Leeds till 11½ O'Clock without seeing anything of consequence rather a smoky & dirty place, they have some good buildings we took the stage at the above named time for New Castle on Tyne, passed through some pretty places. See some seats of Noblemen, See the ruins of Harwood Castle, it was said that it had been a ruin for more than 300 years, a very old looking affair the walls were all covered with Ivy, & are said to be 10 feet thick, we passed through the County of Yorkshire & Durham, See some very fine cattle, but being on the outside of the Stage, and almost Starved with the cold we did enjoy what we see, arrived at 10½ O'Clock travelled 96 miles eaquel to 8 Miles an hour—

Tuesday 2. after breakfast went to the Shop of R. Stephenson & Co. Mr. S.—was not at home, went over their works which were very extensive, they are making some very large Engines which weigh with tender 30 tons, they have a good set of tools & finish their work very well. I bot of them one Metalic hose two Water gages & 3 doz. of glass tubes, & paid a high price for them (as I think) Got their price for crank Axles which was £9. 0. 0. for every 112 lbs when finished forged only £5.0.0. per 112 lbs which is rather too much; we then went to the works of Losh, Wilson & Bell Large Manufacturers of Iron & Chemical Works employ about 900 people, They make Boiler Iron 4 feet wide, they also Make wrot Iron Wheels for Locomotive Engines and Cars, I bot 4 Sett for Mr. Storrow for which I pay 34/ per cwt. their weight will be from 14 to 18 cwt. got a plan of their wheels,

they have made some ten feet diameter, New Castle has some splendid buildings some fine Streets, Buildings are built mostly of stone, but soon get dirty by coal Smoke, very fine Market best that I have seen in England, some fine old Churches with Capital Chime Bells

Wednesday 3d 8 OClock A. M. took the Stage (Cheevy Chase) for Edinburgh, passed through Northumberland County, very barren poor land for more than fifty Miles. the land is hilly and only used for pasturing Sheep. Shephards & his dogs have the care of them. The Shephards are stationed about half a mile apart with a Small Cottage & a sheep fold, we arrived at Edinburgh at 9. P. M. Very Cold day Some Snow on the hills, & thin Ice in the road, more Chilly that New England at this season, Stopped at the Crown Inn, See Some very pretty Girls in the Streets which were very fond of the Men, or pretended to be—distance from New Castle about 100 some say 120 Miles. See the residence of Sir Walter Scot on the Tweed a beutifull place.

Thursday 4. Went over a part of the City. See the Gallery of paintings, some of them very fine, See the Castle which is situated on a high hill, and has perfect command of the City, there is a large Number of Soldiers Stationed there, we were admitted into the Crown house by payg 1/ in this we see the crown of the ancient king the large two handed sword of R. Bruce. Some very precious Jewels, Coats of Arms of Scotland, and a large oak Chest Said to be very old, in which the regala was kept a long time unknown to the people, this room is on top of the building and is round about 20 feet diameter, the Soldiers were on duty and in perfect dicipline, but I suspect that the American Riflemen wd Scatter them like Sheep with a Wolf after them, we next went to the College buildings which is very large built of Stone and inclose a large Square, we went into the musum which is very

extensive, containing the skins of Beasts, birds, Fish, and reptiles of the Earth, a greater variety than I have every before seen, then went to the Hollyrood House the dwelling of the ancient Kings & Queens of Scotland, See the Chapel adjoining it, or the ruins as it shd be called formerly a splendid building, burnt by John Knox, some of the walls are Still standing which show the general architecture and outline of the building, another person took us into the house in which we see the paintgs of all the Ancient Kings, Lords, Dukes &c— See the private rooms of Queen Mary, Bed, Toilet Tables, Samples of work by her own hands, her Portrait in full size & Miniature, a grat number of old Chairs which visitors are not allowed to sit in—See the Portrait of Geo— 4 in Highland Costume. See the Stained floor which is sd to be the blood of Rizzio

Friday 5. A. M. walked about the Streets of Glasgow delivered a letter to Mr. Spiers at Montieths Print Works, Mr. S. shew us the works which is principally printing Shawls & Hankerchiefs, very large Works, Mr. S. remembers Sandy's being there some years ago and did not call on nor enquire after him, his feelings are wounded & should be healed, he says I shall no write to Sandy— but wd write to his Mother, he says I have carryed Sandy on my back many a time— Afternoon took the Coach for Paisley, which is about 8 Miles from G. delivered a letter to Mr. Clark, and another to Mr. Lawson, See Mr. Clarks thread Mill, the yarn is first doubled, then three of the doubled threads are laid together, which is 6 laid into one, took tea with Mr. Clark, and Lawson. Mr. L. promised to Meet us at Glasgow tomorrow at 10 A. M. with letter from Mr. Clark to Mr. Paull, at 8 took the Canal boat for Glasgow which is carried by horses about 3 Miles per hour a very pleasant way of Sailing

Saturday 6 Mr. Lawson came at 10 A. M. We went to See Mr. Paull who was very polite & attentive went with us to

Se a cotton Mill, which was not extra, hand Mules, & Trostles of the common kind old fashioned Looms, We were introduced to a Mr. Neil Snodgrass who was very polite, had been at Lowell was very desirous of showing us every thing, went with us to Napiers Shop, in which they are building the Engines for thee British Queen, we see some of the dissected parts, the paddle wheel shaft is 16 inches diameter of forged Iron, they had some very large Machines for boring Cylinders, besides large planing Machines, Sloting & boring & upright drilling Machines, we went into another Shop where they built cotton Machinery of Various Kinds, See a flutting machine, on which they fluted two rollers at the same time they have many labour saving Machines, some of them very good, should have staid longer but the Boat goes at 3 OClock, and not again till Monday, every Shop has a furnace connected with it, 3 OClock on board of the Steamer Commodore a fine boat, fitted up in a very costly style, Marble Fire places, with all sorts of images worked on to them, in fact every part of the Cabin is cut up into gingerbread work & gilded all over, the River Clyde is very narrow Just sufficient for two boats to pass each other, we met 4 or 5 in going 10 Miles & had some trouble in getting past them, Port Glasgow is 18 Miles below, at which lies the British Queen, waiting for her Engines, 4 Miles is Greenock at which we stoped & let out & took in Passengers.

Sunday 7. Had a very good nights rest the sea is quite smooth. We arrived at Liverpool at 1. Oclock Said to be a very quick passage. Stoped at the Grecian Hotel, a Good house but rather costive, after dinner went to inquire for Capt. Barstow, went on board of his ship & found that he expected to Sail on Monday at 10 Oclock A. M. went on shore and wrote to Mr. Jackson and to Mrs. Brownell.

Monday 8. Picked up some Newspapers to send home, carried them on board of the Ship, took Leave of the Captain & Mate and left them, the remainder of the day or till 6 P. M. See Mr. Thornely and others. Got a letter of introduction from Mr. Tyler of Philadelphia too late by ten days as I have been to Scotland. 6 P. M. took the Cars for Birmingham fare 21/ about 96 Miles arrived at 10½ Stopped at the Hen & Chickens Hotel, took tea, went to bed.

Tuesday 9. There was an Auction at which I went at 11. O'clock, of a large establishment where they had built Machinery of Various Kinds. They had a very large complicated Lathe, which was calculated for doing, many Kinds of work such as turning, Plaining, Cutting Wheels, cutting Screws, 2 Key grooving &c &c— They had one tool which I should like to have bot, but there were a great many there that had the same fancy, therefore I thought it no use to try for it, the rough castings from the same pattern were sold for £14.14—The tool was called a Universal centering Machine & said to be the only one in England. The principal of the Machine was good, and the combination very ingenious. I shall be able to Make one if necessary. I next went to the London & Birmingham depo examined their Cars & Engines. The Cars are on 4 wheels and have 3 apartments 3 on each Seat with a partition between each passenger something like an armed Chair, 6 in each apartment the butters are attached to strong springs, very much like our set springs only larger & longer. Their Engines were built by Mr. Bary, have 4 wheels, Mr. B. carries their Trains by contract & finds his own Engines and men. I was amused with one of his printed regulations which is like the following—Engineers and all other persons who may be known to Steal Oil or any article from this establishment, Shall be fined 5/ for the first offence and 10/ for the second, for the third he shall be discharged. I

may not have used the same language, but has the same meaning. The house for the Engines is built 16 Square and takes in 16 Engines, with a work bench all round.

Wednesday, 10th A. M. Went to the depo of the Grand Junction, See Mr. Dowling, who was very Obliging and said that he wd give me all the information that he possessed, Shew me the conveniences for the waiting passengers, Such as water closets and every other comfortable thing which people want and require at 11½ went to Wolverhampton about 14 Miles paid 3/ each way. See Mr. Tarrett, who hapend to be very buisy being quarter day, Shall see him again on My return from London, took a copy of on order given by Mr. Jackson Jany 9.

Thursday 11. A. M. waiting for Mr. Burnham expected him last night, went to the depo to meet him twice in the forenoon, wrote two letters for him, left one of them at at the Hen & Chickens the other I put into the Post Office, at 1 OClock took the stage for Gloucester which is on the way to Pyle passed through a pleasant country, Worcester is a pretty place & so is Tuxbury & Gloucester each of them have a large Cathedral, Stopped over night at the latter place

Friday 12. A. M. 7½ Olock took the Stage for Chepstow which is the place where the stages meet from Bristol, as the stage in which I was in did not go all the way to Pyle I was obliged to take the Mail in which we went 10 Miles per hour, at Chepstow the tide sometimes rises 60 feet, on the banks of the river stands the ruins of an old Castle, See in the course of the day a number of ruins of old buildings, arrived at Pyle Inn at 5 Oclock took dinner, after went to Tymain where I met a fine old English Gentleman, Viz. Jas. E. Bicheno Esq who is Uncle to J. B. Francis of Lowell- Mass- U. S. A. and the very man that I went to see, I. was introduced to Mrs. Cook & to Miss Maryann and Laura Francis, they seemed very glad to see me we had a

long talk in the evening on Matters & things in America, and the Old Gentleman made many particular inquiries about his Nephew J. B. F. in whom he seemed to take a very great interest.

Saturday 13. Mr. Bicheno being a Magistrate was called on to decide in a case of a Challenge to fight a duel being sent to a Mr. Jones by a Mr. Smith, therefore he could not wait on Me, after breakfast Mrs. Cooke, Mary Ann, & Laura with myself took what they call a gig, and went to Margam Iron and Tin works, the Iron being made into pig at an other place called Masteag, (Mr. Bicheno & 4 others own the two places) at the former place they refine the Iron and Make it into tin plates, with the exception of a small part which they make into bar Iron, examined Margam Abbey or the ruins of it, See Mr. Tallberts New house & garden a Most Magnificent place the furniture cost More than most of our rich Men are worth—

Sunday 14. Went to Church with Mrs. Cook & Laura at a place (I believe called Newton) at which there were about twenty. The Minister was said to be a very good hunter, and was a fair preacher, after Meeting went down to Port Call, on the way see the arch that J. B. Francis built over the gate way by his Fathers house when he was a boy & also the weathercock erected by him on an old tree in the garden, went down by the break-water & found that there had been a great deal of damage done by the Storms, returned took dinner & had a long talk

Monday 15th after breakfast Mr. Bicheno & Myself each took a saddle horse and started for Masteag, over the hills & far away (about 12 Miles) there we see the inhabitants in their primitive state, there we see a thousand Cattle on a thousand hills, Some hills were so steep that we rode up and walked down, every Welchman took of his hat too us, & went far out of their way to open gates for us, they all seem to Worship Mr. Bicheno & being with him *I* shared his honors, we finally arrived at his works at

the foot of a very high hill which would be called by some a Mountain, they were doing a large business in Smelting Iron, some in pigs and some in other Shapes, I got on to the tram road as it is called & entered the Mountain with a horse and two Welch men to examine the coal Mine, the Men talked Welch & I talked Yankee, we went about one Mile under ground the Veins of Coal vary from two to five feet thick Mr. Bicheno & Myself returned to a house owned by the Co. at which we took a lunch with some Porter, after we mounted our horses & Started for home & arrived at 6 P. M. took dinner and talked of the affairs of the nations

Tuesday 16 up early to prepare to meet the Stage at 10 OC—for London, the Girls & Mrs. Cook want to go with me Mr. B. says I shant come there again for I had turned the heads of all his family, at 9½ OC. took my departure for Pyle Inn (about 2 Miles) the Stage was in time & off I started for the Mammoth City at the rate of 10 Miles per hour, nothing of consequence ocured during the day, we arrived at Bristol at 5½ Oc. P. M. and concluded to go to Bath, and Stay over night. Bath is 14 Miles from Bristol and is a very pretty place, & a great place of resort in the summer for the purpose of Bathing in the celebrated hot water which Springs from the ground & was used as long ago as the time of Julius Ceaser—Bath Abbey is a Splendid building.

Wednesday 17. Looked about Bath till 8 O. C. A. M. then started for London on the outside of the Coach, which I was rather sorry for as it hailed & rained most of the day, passed through a fine Country, very highly cultivated, rode through the Park of the Marquies of Ailsbury which was said to be 15 Miles in circumference and contained 4000 Deer which Seemed to be as tame as Sheep, at 5½ O. C. P. M. we arrived at a place called Maidenhead, where the Stage was put on too the Great Western

Rail Road, the passengers were admitted into the Cars, according to rank that is to say them that rode on the outside of the coach took the 2d Class train, most of the Cars are on 6 wheels, & I shd think must be very bad on a curved Road, the Engine was out of Order, in consequence we were Stopped 4 times on the road, & went rather Slow all the way, finally arrived at London at 7½ Oclock, which is 34 Miles from Maidenhead, at which place the R. R. is finished & no farther had some difficulty in finding a Public house which was not full, finally Stopped at the London Coffee House a very good place

Thursday 18. Walked about the City. Stopped at several book Stores, bought a book called the Picture of London with a Map (4/6) went home to look at it, in order to get the Geography of the City. read & wrote the remainder of the day, by the way wrote a letter to Mr. Jackson to go by the Steamer Great Western

Friday 19th A. M. wrote to Mr. Thornely for fifty pounds Sterling & to Mrs. Brownell to go by steamer Great Western. Called on Dr. Boott, found him sick with Lung fever, went to See Mr. Thos. Thornely, who shew me a part of the City, went to See the law courts, the Judges & Lawyers wore wigs & gowns, which I should think would be uncomfortable in hot weather. See the house of Commons, the Queens Palace, or the Buckingham house & Many other public buildings, Some very large & highly finished, delivered a letter from Mr. Morrison of New York to Mr. Chas. Whitlaw a professor of Vapor Baths, a very inteligent Man, promised to call on him at 9 OClock tomorrow, then went to see Westminster Abbey, which is filled with ancient Subjects of Great Interest, Such as Monuments to all the Kings & Queens of England, both ancient & modern, & to all of the great Men, such as Shakespiere, Sir Isaac Newton, Dr. I. Watts, Handel, Ben Johnson, The English Poets, Lord Nelson, &c &c—

Saterday 20. Called on Mr. Whitlaw, who went with me to see Mr. Jacob Perkins at the Adelade Gallery, found that he had not been there for nearly two years, of Late he has been in very low Spirits owing to the Loss of his wife about 6 months ago—we however went into the Gallery & found many curious things such as the Steam gun, Electro Magnetism, (not animal) The invisible Lady, Modle Steam Engines &c — 1/ for seeing, spent about 4 hours in seeing every part,—Afternoon called on a son of Doctor Duesbury, who went about the place with me, in the evening went to the Opera See as the London folks say the best Singing and Dancing in the world, which is probably true, by the way I forgot to Mention a remarkable coincidence, Mr. Whitlaw Introduced me to a Mr. Gill and while with him I was looking in a directory of London & accidentally enquired where I could find Mr. Duesbury & observed that I was particularly acquainted with his Father, Mr. Gill observes tis very Strange that you Should enquire of Me, and looked very hard towards me and says dont you know that Dr. Duesbury's first wife was Sister to my wife, I Said that I certainly did not. he appeared to be as much astonished as I was myself and said there was a coldness between the families but he was Satisfied that I had no previous knowledge of the fact therfore forgive me & was very good natured, and is a man of extensive & General information.

Sunday 21. after Breakfast took a walk over Southwark Bridge & returned over London bridge, the Steam & other boats were Sailing in every direction, the Thames was litterally filled, at 2 O'Clock went to St James's Park to See the Queen, there I met thousands for the same object, four carriages with four horses & 2 Men in each. The horses & carriages were beutifull, the Men were dressed in red with cockedup hats. The Queen was in the last carriage I was very near & see her very distinctly,

She is rather Small, full blue eyes, fair to look at, but not so handsome as some of our factory Girls. the People are very fond of her, in the evening went to see Mrs. Beattie to whom I had a letter from Mr. Morril. She seemed to be a very pleasant Woman—Also called on Mr. James Boot The Dr. is still very unwell

Monday 22d Went a Shopping in the morning but Some things for Myself— Also went to See the agent of the Steamer Great Western for the purpose of engaging a birth, in the afternoon went to the Station of the Great Western Rail Road examined their Engines & cars, the Engines are very heavy, weigh from 16 to 18 Tons when filled with water. they all have 6 wheels, most of their Cars have 6 wheels their Crank axles are very large say about 6 in dia— they have all kinds of Engine wheels, Some of them are made as follows. The Spokes are fitted into a cast Iron hub with a file, the top end is made broad & are rivited on to the tyre,— others, the Spokes and rim are forged together & the hub is cast on to them, then there is a hoop tyre goes over the rim which completes the wheel, some of them are 10 feet dia. and made of Boiler Iron, but them are not liked as the wind has a great power on them, like a side wind on a train of cars, the Road is 7 feet between the rails. The rails are laid on wood and are held by Screws. Section of rail, weight about 50 lbs to the yard. Their Engines alone cost £2000 each—after I went to see the Zoological Gardens in Regents Park which is a fine show of beasts & birds, they have 3 Garaffs, one of them was with young, they have 2 Orangutangs which are quite interesting

Tuesday 23d Very rainy Morning, and rather an unlucky day, most every person that I went to see was away from home, took breakfast with Mr. Whitlaw, the Vapor Bath Man used to live in New York, towards Noon I took an Omnibus to go to see Mr. Seawards Work's an extensive establishment for building

Steam Engines of various kinds, but was not admitted, had a letter to them from Mr. Hartley of Liverpool. Very Jelious of Strangers, returned through the rain and Mud, felt rather cross, took some cold, the day being so far spent that I could not do Much More, nothing of consequence

Wednesday 24. Fair Weather, walked over London bridge to see the Thames Tunnel, put on oil Cloth over dress, with a broad brimed hat, and entered by a flight of winding stairs and was much pleased with the work. Was introduced to Mr. Brunel, and found that he began Engineering in the U. S. was well acquainted with many parts of the country there are two tracks with a Side walk each side of the center, the brick work on the sides is about 3 feet thick. the center peer is 4 foot. I have a description in print which is better than I can give. I then crossed the river in a Boat to St Catherines Docks & see some very convenient cranes for loading & unloading Ships. I then went to See St. Pauls Cathedral, as I had been as low as I could possibly get, I took a ticket for the highest part of St Pauls, and went up almost to the heavens, the Whispering Gallery is wonderfull, there are many Monuments to their Great Men, which I have a description of in the picture of London, after making a minute examination (which took about 2 hours) I went a shopping to buy books & other Notions.

Thursday 25. Morning went to see Mr. Weal bot a lot of Books of him, also many other small articles for Myself, after dinner or 3½ oclock P. M. took the cars for Birmingham, nothing important occurred

Friday 26 In the Toy Shop of England as Birmingham is called, See Collis' & Cos Silver plate factory where they keep a variety of things to sell, bot a case of razors & a Strâp, a small pin, texts of Scripture, &c— all of which cost £1.7.0—See their work Shop where they Manufacture Silver & plated Ware, in

which a great many women are employed, their work is burnished by Steel & finished by what they call a blood stone, their copper is laid with a piece of silver on each side, it is then rolled into a sheet as thin as required, it is left plated with silver on both sides, it is then formed by dies into the desired shape, and afterwards finished by polishing— I next went to see the pin factory. They take brass wire say twice as large as the pin and draw it by dies to the size required they then cut it to the length of two pins, then a Man takes some 50 of them between his fingers & thumb and holds them on a steel Cylinder which is made like a file and grinds them nearly to a point, when he changes them on to a finer one which completes the point, then the head is put on and fastened by a die which falls upon them, a boy will put on and fasten about 16,000 per day. I also see the mang. of tea trays, Snuff Boxes and many other things, all made of paper the paper is laid together 4 sheets at a time by sizing, it is then dried about 12 hours, then another 4 sheets are laid on & again dried & so on till they have a sufficient thickness, it is then formed by a Mould into the shape intended, it is then rubbed or polished, and some of it is painted with all manner of figures and colours, by the way I had to gain admittance into the pin factory to purchase an article which cost 5/ (worth about 2/) the profits go too support the sick workmen which belong to the establishment. I also Visited the rail road depo but got no particular information

Saturday 27 Took the Cars at 11½ o'clock for Manchester and arrived at 4 P. M. distance from 90 to 100 Miles, found Mr. Burnham at 6 P. M. Very busy in the live stock business or collecting families to go too Springfield

Sunday 28 Very pleasant went to See the Grand Father of Mr. Patterson about 80 years old, very fond of History knew a Great deal of America.

Monday 29. went with Burnham to the rail road to Ship his families & found at least 500 of their friends with tears in their eyes & full of apprehensions & fears that they would be made Slaves of, I Said to some of them that they were going to a fine place & wd be well used, one said well I can *almost believe* you, when I told them that I was an American they were much astonished & would hardly believe me, after breakfast went to see Bourne Bartley & Co Makers of patent wheels for L. Engines &c went with them to the rail road to see Mr. Fife a Scotchman whom I had seen before, had some talk with him about the repairs of Engines, he faces some of the Steam Chest with Steel, the Slide Valves is chilled cast Iron which he says is very good, see a Shop near the rail road belonging to a Mr. White, has some good tools such as Jam plates, & Chucks, the Chucks are made with a screw cut on the face of the plate which carries the holders out or in from the center & always brings the work true, takes in articles 12 or 14 inches diameter, is a saving of labor in many kinds of work his price for one was £12 he also feed some upright drills in the same way

Tuesday 30 Called at some factorys but was not admitted. See Curtis & Parr Sheet Card Makers, got their prices & a sample of their work, teeth sett in India rubber Said to be very good. Called at the office of Mr. Ingleby agt— of Cheadle Copper works, not at home agreed to Meet him on tuesday next at 12½ O'Clock. Tuesday is their Market day, all the Merchants meet at the Exchange and Spend the best part of the day

Wednesday May 1, 1839 Went to see Saml Bowler, Soho Spindle Works, Pollard Street (not at home) Mr. Bowler Makes Spindles fliers, rollers of various kinds, See a Machine where they flute 12 or 16 at a time, they use 4 cutting tools at a time the rollers are coupled together 4 in a string and are passed under the tool (the tool being stationary) the tools are kept cool by water

& nothing else, one thing I observed which I thot good Viz. the rollers were fluted uneven or fine on one side & coarse on the other, to prevent the top roller from being cut— they employed about 70 men & boys. I then went to see Mr. Hollingworth bot 3 tons of Iron of him for rollers pd £14.10.0 per ton, got his prices of Boiler Iron

Thursday May 2 Mr. Orrills Mill Stockport 45,000 Spindles, 1,300 Looms, Engines 300 horse power, Single Carding, Willow & Picker with 3 Beaters, Building 48 feet wide with two wings, 6 Stories high Looms in lower room, yarn warped on a large reel like the carpet warps at Lowell. They have some Dressing Machines of the common kind, at 3 O'clock took the Coach for Sheffield (about 40 Miles) arrived at 8 O'clock

Friday 3d May. See Mr. William Ibbotson, went over his works, to make Cast Steel, the Steel is Melted in pots and cast into an Iron Mould, it is then heated and drawn under a trip hammer, or rolled into Sheets. He makes Saws, table knives & forks, the teeth of the Saws are punched by a die and press which works by power, the saws are made true by hammering, they are hardened in oil. The files are cut by hand and are heat in a common fire & are hardened in salt & water. See the Infirmary, Methodist College, Botanic Gardens and Joseph Rodgers Cutlery Shop, one Knife in his show room had 1838 blades, another had 236. Bot a pen Maker for Mr. Bixby price £1.0.0., See a number of other Shops with Trip hammers like the old one in our Blacksmith's Shop, See them roll Sheet Steel, 2 Sheets at a time. Some Girls are employed in scouring the files after they were hardened they used sand and a brush, they put them into papers after being oiled.

Sat. May 4. Called on Mr. Ibbotson, gave him an order for Steel and iron wire, took a walk with him to see the place Generally. Afternoon See Messrs Ibbotson & Peace took a list of their

prices of files & other articles manufactured by them. Visited Rodgers Show Shop again bot two or three small articles.

Sunday May 5 Wrote letters, walked about the place with a worthy old Quaker from New York had very good views from all sides—

Monday May 6. Sent a letter to Mr. Jackson, called on Mr. Wm. Ibbotson. See Rodgers work shop where he makes razors, Pen knives, and many fine articles of Cutlery. The Steel dust is drawn from the workmen by a fan constantly in motion (a good plan) See many fine paintings, Specimens of Minerals, and natural history, got the regulations of their savings Bank, at half past one took Coach for Manchester

Tuesday May 7. Called on John S. Worth. See his Machines for Making wood screws, He has some Machines in the United States, See Mr. Lemuel Wright to whom I had a letter from Mr. Ogden, Mr. Wright has a patent for Bleaching which he is very confident is the best that is in use, also see Mr. Ingleby and ordered some brass pipes for Locomotives, Messrs. Freeman & Wright called on us in the afternoon and we had a long talk on Matters & thing in General, Mr. Wright lives at Stockport about 7 Miles from Manchester and is a Man full of Moon Shine. The Gentlemen named (Wright & Freeman) are Americans, have been in the Country more than twenty years

Wednesday 8. Mr Ingleby & myself were allowed to see a very fine Cotton Factory where they use only Sea Island Cotton, The spin as fine as No 230 which is used for lace— See Richard Wright's where he is building Screw Machines for Mr. Worth. By the way Mr. Worth has in his employ a Mr. Pike who was formerly employed by us P. L. & C.—Bot of David Gorden a Steam Whistle price £1.1.0

Thursday 9. Went to Stockport to Se some Factorys but was not admitted, the owners were not at home, returned with a

letter to Mr. Grundy a large Seller of Cotton Cloth, promised to give me some samples tomorrow, See Several other Manufacturers but could not see their Mills. I then went to See Mr. Guests Mill where Mr. J. Spencer is Manager they use the Danforth Spinning & the Taunton Speeders, Single Carding & make fair work, they mix three or four kinds of cotton, use the common Willow, then pass it through a picker with one beater, then it is weighed and spread on to another picker with two or three beaters on which it is wound onto rollers, For their better work they put on to an apron of another picker with one beater three of the rollers which was wound by the second picker which makes their work quite perfect

Friday May 10 See the Shop of Mr. Lewis a builder of tools, a very good workman, got some samples of Cloth from Mr. Grundy, Also See the Shop of Mr. Gore a builder of Throstle frames & Mules. Some of his Throthles have 280 live Spindles, the Spindle passes through a tube, the tube is fastened to the lifting rail, and the Bobbin runs on the said tube. They say the flier makes 6000 revolutions per minute, and they further say that it is highly approved by the manufacturers. They have a furnace in which they make their small castings & say that they cost from £5.10.0 to £6.0.0 per ton. See Mr. Fielding, called to see Mr. Isherwood, (was not in) at 4½ P. M. took the Rail Road for Wigan, fare 5/ arrived about 6 O. C. See Mr. Ekersley Stopped over night at the Victoria. Wigan is a great place for wooden Shoes

Saturday May 11 After breakfast with a horse and gig went to see Mr. Daglish, found him very busy in his office, after waiting some two hours returned, wrote a letter to Mr. Bicheno, Mr. Daglish came to Wigan at 11½ O. C. with a horse & carriage. We went to see a forge where they make Iron with a very heavy hammer, they partly forge the Crank Axles, they

make them in three pieces, the center piece is about $\frac{2}{3}$ of the crank They finish them at another Shop the Crank part is cut out. The Haigh Foundry Co is the name of the Concern. they build Locomotive Engines, after dinner took the cars for Liverpool, Found both the Messrs Thornelys absent, (gone to London) left Mem. of orders with their Clerks to Copy, paid a bill for Clothes and another for Mathematical instruments to Mr. Abram (a Jew)

Sunday 12 walked about or over Liverpool Called on Miss McNeal, not at home met with Mr. ——— a Frenchman from New Orleans went out and traveled with Maj. Durfee very intelligent man.

Monday 13 purchased a number of small articles for myself, Settled all my business at Liverpool, at 6 O'Clock P. M. took the cars for London traveled all night arrived at 5 Tuesday A. M. The Cars are made for three passengers on a seat with a partition between each, which is very comfortable to lean against and to Sleep as occasion requires. The Cars have three apartments and carry 18 passengers. In London purchased many small things for myself & others.

Wednesday 15. Settled my business in London, requested Mr. Thornely to Send £20. to Mr. Bicheno for his Niece Laura at the request of J. B. Francis.

Thursday 16. took the Stage for Bristol by the Great Western R. Road. The Stages are taken on to the cars and landed at the place called Maidenhead (about 30 Miles from London) Some Six or eight Stages were on the Train with us bound to various parts of the west of England and Wales. Arrived at Bristol at 8 P. M. by the way of Bath

Friday 17. Packed up my luggage for Sea, purchased some small things for Myself and others, wrote a letter to Mr. Bicheno—

Saturday May 18 Ready for Sea, settled my affairs, at 9 O. C. took a Coach for the small steam Boat which is to take us to the Great Western below some 7 or 8 Miles, in going down the river the Scenery is very Grand, We passed under a suspension bridge at Clifton which is high enough for vessels of the largest Class to pass under. The bridge is not finished. They have Iron rods Stretched across on which the Engineers & others pass each way in a small car, Clifton is a pretty place, at 4. P. M. The Great Western weighed Anchor and opened the Throttle Valve and took our course for America—

Sunday 19. The Captain read prayers and a Sermon. Boat going about 8 Miles per hour. Many of the passengers Sick, Ladies especially—

Monday 20. Fine day, wind fair, going 9 or 10 Knots. The sick are casting up their accounts, an old Gentleman by the name of Ord is Sick & very cross, dam's every body and every thing the waiters tremble when he speaks, the Coffee is bad & every thing else worse, by the way he is successor to Mr. Wilson the Orthnologist—Lat. 53.30. Lon. 12.00

Tuesday 21. Spoke a Ship 53 days from St. Johns. We have about 110 passengers on board. The Ladies are Still Sick and make awfull faces—Lat. 49.35. Lon. 17.38

Wednesday 22. Going 10 knots see nothing to day but Mother Cary's Chickens. John Van Buren is on board, plays Whist at night and lies in bed most of the day— Lat. 48.45. Lon. 23.45

Thursday 24. Mother Cary's Chickens breed on the rocky coast of Scotland so says Mr. Ord, one of the fireman had his heel torn off by the Engine it was said that he was tipsy at the time L. 47.38 Lon. 30.10

Friday May 24 Celebration the birth day of Queen Victoria, Capt. H. Made a short speech, J. Van Buren another, Some

toasts were drank with high glee, plenty of wine, Some drank more than they could carry, wind fair, nearly half way across the pond—Lat. 46.30. Lon. 35.30

Saturday 25. See a Sail which we took to be the Liverpool, we fired a gun, being so far off that we were not sure, Spoke a Ship 16 days from New York See several Sail in the course of the day Lat. 45.20. Lon. 48.38.

Sunday 26. Prayers read by the Captain, and a Sermon preached by A. Methodist Minister from Kentuckey an able Man, passengers generally observe the Sabbath— Lat. 44.17. Lon. 45.50.

Monday 27. On the banks of Newfoundland See 7 or 8 Sail fishing, See a number of Whales & lots of birds, in the evening spoke the Brig Josephene of Boston 34 days from Gottenburg. Lat. 43.18 Lon. 51.46.

Tuesday 28 Going $11\frac{1}{2}$ Knots, Sea very Smoothe, lots of porpois playing on the surface, very foggy at night blew the horn to alarm other Vessels. Lat. 42.30. Long. 56.50

Wednesday 29. Horn blowing, very foggy and uncomfortable. A young Midshipman had his fingers cut off by the Machinery. Lat. 41.54. Lon. 62.20

Thursday 30. Raining and wind ahead, blowing heavy, Spoke Schooner Theodore Sedgwick for N. Y. from Picto loaded with Coal, Lat. 41.20. Lon. 67.30

Friday May 31. Wind ahead passengers anxious to get to N. Y. before night but most of them give it up, See a great many Sail most of them Schooners, At Noon find ourselves in Lat 41.26, Lon. 71.50 about 100 Miles from N. Y. the passengers conclude to stay another night on board, but in a very high state of excitement, a large Majority of them were inclined to Gambling in some form or other, Some of them wanted to Make a bet on the hour and Minute on which the Pilot would come on

board, others would bet on his age, others on his hight, some as to which foot (right or left) would step on too our vessel first, The colour of his eyes, Hair, whether he would ware boots or shoes, and whether he would ware a hat or cap, &c &c— We finally arrived at the Wharf at 2 O. C A. M. and staid on board till day light.—

REPORT OF THE EXECUTIVE COMMITTEE
FOR 1916-1917 AND 1917-1918.

PREPARED AND READ BY ALFRED P. SAWYER, CHAIRMAN,
FEBRUARY 13, 1918.

When the Memorial Building was nearly destroyed by fire March 1, 1915, it seemed to some of us that the Lowell Historical Society had suffered a loss from which it would be long in recovering.

The high roof of the building was destroyed and the beautiful Memorial Hall was in ruins, but before the fire-engines had left the scene, and while the water was flowing in cascades down the main stairway and the steps at the entrance of the building, some of our loyal members had found their way to the rooms which the Society had occupied since the building was erected.

The sight was discouraging when one reached the second floor.

The ceiling and portions of the roof had fallen upon the floor of Memorial Hall, and above this smoking, blackened mass and the dripping walls, one could look up at the blue sky through what was left of the roof.

The Memorial Hall and all it contained was a total loss, and we passed on to our rooms to see if they had met a like fate.

Everything was blackened with smoke and the walls were dripping, but the thick partition wall between Memorial Hall and the corridor had protected the easterly portion of the building from the flames, and the loss in our rooms was confined to damage by smoke and water.

The Society had some large file cases or closets on the third floor wherein were stored our collections of old Lowell news-

papers, collected and bound by the late Zina E. Stone and by him bequeathed to the Society. As the third floor was apparently gone, we had no hope that this rare collection had escaped the fire, but investigation showed that the cases were not burned, and on opening the doors these volumes were found intact, although much soaked with water. These cases stood against the wall in the southeast corner of the room, and their immunity from destruction can only be explained by the fact that the water-tower was located near the corner of Moody and Colburn streets at the northwest corner of the building, and threw its powerful stream of water diagonally across it, so that our cases were protected by a water-shield during the fire.

Our furniture, books, paintings and collections were at once removed to the committee room adjoining the unused Council Chamber and to vaults in City Hall, of which the City kindly gave us the use, and the work of assortment and restoration commenced.

Too much praise cannot be given to those officers and members of the Society who gave freely and liberally of their time and skill to this work during the long months which elapsed between the fire and our return to our rooms in the spring of 1917.

During this period the Society was without a home, and its usual activities were suspended to a considerable extent.

By the courtesy of Mayors Murphy and O'Donnell we held our regular meetings in the Mayor's reception room in City Hall, although one largely attended meeting was held in the vestry of the First Congregational Church the evening of June 21, 1915.

The Rev. Smith Baker, D. D., the pastor-emeritus of that church, and one of our oldest members, had prepared for this meeting a paper entitled "The Little Red School House of Sixty

Years Ago," but owing to an unfortunate accident Dr. Baker was unable to be present, and the paper was read by the Rev. Edward H. Newcomb, the pastor of the church. The paper was of much historical value, and was enlivened with many experiences of the author in the nine country schools in which he taught in his youth and "boarded 'round."

At the annual meeting, February 9, 1916, our Vice President, the Hon. Samuel P. Hadley, read a paper entitled "Reminiscences of Lowell Booksellers," which dealt with worthy men known only by name to most of this generation.

May 10, 1916, Mrs. Sara Swan Griffin favored her fellow members of the Society and a large audience of invited guests with a paper entitled "The Romantic Marriage of the Indian Princess Weetamo." The meeting was held in the Council Chamber of City Hall, and her audience was delighted with her presentation of history tinged with romance.

At the December meeting, Judge Hadley favored the Society with two very interesting papers:—"Reminiscences Regarding Child Literature and Amusements of My Youthful Days," and "Important Events in the Year 1840."

The annual meeting February 14, 1917 was given over to the reports of officers and committees, the election of officers, and a discussion of the affairs of the Society.

The Memorial Hall, although in an incompleated condition, was re-dedicated on Washington's Birthday by the local G. A. R. Posts, under the direction of Francis E. Mole, Commander, Department of Massachusetts, Grand Army of the Republic, in the presence of a large audience. A copy of the programme is annexed to this report.

Early in the spring the repairs in the Memorial Building had reached the stage when it seemed as if we might soon return to our rooms. The various committees performed their duties, and

our bookcases and their contents found their way back to their accustomed places. The frames of the portraits, paintings and pictures were thoroughly repaired and renovated, and, with some additions to this branch of our collections, were hung on our walls. New cabinets had been purchased, and Judge Hadley filled one of them with articles relating to the old Middlesex Canal, of which his father, whom Thoreau mentions in his "Week on the Concord and Merrimack Rivers," was for many years the local agent, and the Society celebrated its return to its rooms at its quarterly meeting, May 9, 1917, after an absence of over two years. The numerous invitations we had sent out to inspect our rooms and to attend the illustrated lecture by Mr. Park Pressey, of Boston, in Memorial Hall, on "Historic Houses and the Homes of New England Patriots," were largely accepted. The hall was well filled and our rooms were crowded with visitors both before and after the pleasing lecture.

At the quarterly meeting, October 10, 1917, Miss Harriet Francis Bennett read the Journal of her great-grandfather, George Brownell, on a Voyage to England in 1839, which she had presented to the Society at the May meeting. Mr. George Brownell, Superintendent of the Lowell Machine Shop, then operated by The Proprietors of the Locks and Canals on the Merrimack River, was sent abroad in that year to study machinery and locomotive engines. He crossed on a square rigged ship in three weeks and three days, and returned on the new steamship Great Western. He was the father-in-law of the late James B. Francis, and was one of the founders of The Old Residents' Historical Association of Lowell. The paper was of absorbing interest and will be published in our "Contributions."

At our meeting December 12, 1917, Judge Hadley reviewed the Rev. Wilson Waters' History of Chelmsford, recently published after years of labor and research on the part of our libra-

rian. At the close of his remarks he presented Mr. Waters a framed set of resolutions which had been unanimously passed by the Society. Mr. Waters made a fitting acknowledgment, and announced that he had completed a card list of the bound volumes in the Society's library.

The Lowell Historical Society instituted in 1905 the plan of offering its prizes of \$10 in gold and of \$5 in gold to the members of the graduating classes of the Lowell High School, for the two best essays on some historical subject selected by the Society. It did this in part fulfillment of its duty under its organization, "to encourage the study of local history," that our future citizens might have some greater knowledge of the history of our city and of the locality where they live than they could obtain from any studies in the curriculum of the school. The Society appointed a Committee on Historical Essays, consisting of Alfred P. Sawyer, chairman, Samuel P. Hadley and Albert L. Bacheller, who have reported each year the progress of the work during the twelve years of its continuance.

The essays submitted during these twelve years have varied greatly in number and quality, but on the whole they have shown deterioration rather than improvement. The Committee took up the matter of the continuation of the essays with the headmaster of the school shortly after the graduation exercises last June, and urged that the writing of these essays be made a requirement of the graduating classes, as has been done in other schools, or that the teachers do more to interest the classes in the subject.

The Committee states in its report, a resumé of which is hereto appended, that the labor which is put into this work in the selection and announcement of the subjects, the appointment of the judges, the selection of the speakers to present the prizes, and the expense involved, is disproportionate to the results

obtained, and recommends the suspension for the present at least of the Society's work in this line.

The Committee did not ask for any action on its recommendation, but the sentiment of the meeting seemed to sustain the views of the committee, and so the matter stands.

As this report covers the years 1916 and 1917 owing to the illness and continued absence of our president, the necrology of the Society as here given lacks perhaps that personal touch which he alone could give.

CLARENCE W. WHIDDEN, for several years the secretary and treasurer of The Old Residents' Historical Association of Lowell, died April 10, 1916, at 30 Huntington street, in this city, after a lingering illness, aged fifty-two years. He was born in Westford, but early entered the employ of the Central Savings Bank, of this city, of which the late Samuel A. Chase was treasurer and whom he succeeded. In 1907 Mr. Whidden became the president of the bank and continued in that office until 1914 when he resigned his bank duties on account of ill health. Mr. Whidden was married in 1892 to Miss Alice Brown, daughter of Mr. and Mrs. Ephraim Brown, of this city. She and three children and a brother and sister survived him. He was a member of Pilgrim Commandery, and was for a long time the treasurer of Kilwinning Lodge of Masons. His alertness in all that he did, his courtesy and readiness to oblige, led to his success in life and made him hosts of friends.

CLARK M. LANGLEY, who came to Lowell in 1838, died June 29, 1916 at his home, 93 Fremont street, in this city, after a brief illness, aged 89 years. He was born at Tuftonborough, N. H., on May 13, 1827. When eleven years of age he came to Lowell. For fifteen years he was foreman at the printing plant of the J. C. Ayer Company, and left that position to become a partner in the Nashua Telegraph, but later he became connected

with the Lowell Courier. He was for over thirty years a deacon of the First Universalist Church, of this city. He was survived by one daughter. Deacon Langley always stood for what was best in our city. He was a constant attendant at the meetings of our Society until deafness due to advanced years caused his withdrawal.

CHARLES M. WILLIAMS, born in Exeter, N. H., June 26, 1836, died suddenly January 12, 1917, at his home, 100 Livingston avenue, in this city. His father, Henry L. Williams, a well known real estate dealer, came to Lowell in 1846. The son was educated in our public schools, went west, studied law in Mississippi and was admitted to the bar. On his return to Lowell he became connected with the Lowell Bank, now the Old Lowell National Bank, of which he became cashier in 1863. In 1905 he was elected president of the bank, and continued in its active management until his death. Mr. Williams was courteous and sincere in all his relations in life. He was among the oldest members of the bar and practised in probate and trust matters to a considerable extent for those with whom he came in contact in his banking relations. His judgment and advice were frequently sought, and he enjoyed a reputation for character and conservatism in his business dealings. He is survived by his widow, a son and a daughter.

HENRY J. FAY died at St. John's Hospital July 31, 1917, after a brief illness. He was born in Taunton, Mass., September 26, 1846, and was therefore over seventy years of age at the time of his death. His youth was spent in Manchester, N. H., but since 1864 he had been a resident of this city, although for many years connected with the carpet business of John H. Pray and Company, in Boston. The urbanity and genial good-fellowship which he possessed in a marked degree made many friends. He was prominent in free masonry and a member of

York Lodge. His wife was the daughter of the late Hon. Hapgood Wright. He was survived by one son.

DR. MOSES G. PARKER, died suddenly at his home, 11 First street, in this city, October 1, 1917. He was born in Dracut, October 12, 1842, and was nearly 76 years of age. Dr. Parker was graduated from the Harvard Medical School in 1864, and at once enlisted for the remainder of the civil war, being commissioned assistant surgeon in the 57th Massachusetts Infantry. After the war Dr. Parker returned to Lowell and took up the practice of his profession with marked success. When Alexander G. Bell first exhibited his newly invented telephone, Dr. Parker was quick to see its great commercial value, and invested in the stock of the parent company and the licensed companies which later became the New England Telephone Company. He subscribed to all the new stock issued from time to time until he became one of the largest shareholders in both companies, and served as a director in these and many other companies and organizations. He was for several years a member of the executive committee of this Society, read papers before it and attended its meetings with considerable constancy. His chief interest however, aside from his business relations, centered of recent years in the Patriotic societies. He was President of the Massachusetts Society, S. A. R., and became President General of the National Society Sons of the American Revolution, and gave liberally of his time and energy to the success of these organizations. He showed his interest in the Lowell Historical Society by his bequest to it in trust of the sum of \$5,000, the income of which may be expended by the Society. Dr. Parker never married, and is survived by a sister, Mrs. Mary G. Morrison, and a nephew, Mr. Theodore Edson Parker, of this city.

ASA C. RUSSELL, born January 5, 1843, in Bethlehem, N. H., died at his home, 331 Wilder street, in this city, October

20, 1917. At twenty years of age he came to Lowell, and after engaging in various kinds of business, he became one of the organizers of the Thorndike Manufacturing Company in 1871, and continued in the management of this business until his retirement in 1897. He was one of the pioneer telephone men of Lowell, and was for many years a director of the Erie Telephone Company. He was vice-president of the Lowell Five Cent Savings Bank, and a trustee and director in other corporations. He was prominent in the church life of the city, and for nearly half a century an active member of the Lowell Young Men's Christian Association, of which he was president from 1870 to 1879. He and his wife celebrated their golden wedding in 1916, but she died the same year, and Mr. Russell's gift of \$15,000 to the Lowell Young Men's Christian Association was in her memory. He is survived by two sons and two daughters, and a sister.

REV. SMITH BAKER, D. D., pastor emeritus of the First Congregational Church, of this city, and for over half a century one of the leading Congregational clergymen of New England, died in Portland, Maine, after a long illness, aged 81 years. Dr. Baker was born at Bowdoin, Maine, in 1836. He was ordained to the ministry in 1860, and in 1870 came to Lowell from Minneapolis as the pastor of the First Congregational Church. It was during his twenty year pastorate that the present church building was erected on the site of the old church. He was sturdy, a tireless worker, and impressed his hearers as a "perfect dynamo of power," but he tempered force with wit and humor. From the Lowell church he went to the Williston Congregational Church in Portland, the home church of the Christian Endeavor Society, but at the close of his pastorate he returned to this city to become the pastor emeritus of his old church. At the time of giving up active work he had preached 7879 times, addressed 202 Sunday School conventions, delivered 140 lectures, addressed nu-

merous conferences and conventions, delivered eleven Memorial Day addresses, officiated at 1204 funerals, married 1681 couples, had preached 54 ordination and installation sermons, had been moderator of 61 councils and conferences, and had spoken in twenty-four states of the Union. He was a corporate member of the American Board of Commissioners for Foreign Missions. Although he died in Portland, his home was at 245 Stevens street, in this city, and he was survived by his widow and one son.

While Death has thus levied his toll upon our members, it is some satisfaction to know that, with one exception, those who have gone exceeded the allotted age of man, and that they achieved success in their varied walks of life.

Such is the brief story of the past two years, and your Committee in submitting its report reserves the privilege of amendment and of correction of errors if any appear.

Respectfully submitted,

ALFRED P. SAWYER,

Chairman.

RE-DEDICATION OF Memorial Hall

LOWELL, MASS.

By POST 42 D. L. PAGE, Commander
POST 120 GEO. W. HUNT, Commander
POST 185 JOHN W. CAVERLY, Commander
GRAND ARMY OF THE REPUBLIC

Under the Direction of
FRANCIS E. MOLE, Commander
Department of Massachusetts, G. A. R.

THURSDAY, FEBRUARY 22, 1917
2.30 P. M.

PROGRAM

ASSEMBLY, by Bugler George E. Bryant
INVOCATION, by Rev. B. R. Harris
MENDELSSOHN MALE QUARTET—The Lord's Prayer.
DELIVERY OF KEYS TO THE GRAND ARMY
for Dedication of Memorial Hall, by F. A. Warnock, Commissioner of Public Buildings.
RESPONSE, by Department Commander.
MENDELSSOHN MALE QUARTET
REMARKS, by Mayor O'Donnell
ADDRESS, by Department Commander
MENDELSSOHN MALE QUARTET
ORATION, by Rev. N. W. Matthews
PRESENTATION OF THE FLAG, by 33d Regt. Association.
E. W. THOMPSON'S Dedication Poem read by Frank Coburn.
MENDELSSOHN MALE QUARTET—"Beautiful Flag."
DEDICATORY PRAYER, by Rev. S. A. Dixon, Ph. D.
"AMERICA," by all

HISTORICAL, ESSAYS.

The Committee on Historical Essays having reported that it is inadvisable for the Lowell Historical Society to continue to offer prizes to the graduating classes of the Lowell High School for the best essays on historical subjects, it is proper to state the reasons which actuated the Society in its attempt to establish historical essays as a part of the activities of the school, the results of its efforts, and the reasons for their discontinuance.

The matter of offering prizes to the pupils of our high school for the best essays on some historical subject, in pursuance of one purpose of our incorporation, "of encouraging the study of local history," was considered for some time, and finally, after consultation with the head master and teachers of the school and with the school-committee, the Society decided to enter upon this branch of its educational work.

So far as known to your Committee, this plan has never been attempted by any other historical society. The only similar attempt was in the Cambridge high school, but this was a matter of private enterprise and did not continue for any considerable time.

Realizing that this is a commercial age, and that the "laurel wreath" of earlier days might not appeal sufficiently to the oncoming generation as a reward for effort, the Society decided to offer two prizes of \$10 and \$5 in gold to the members of the graduating class of the Lowell High School for the two best essays on some historical subject announced by the Society.

The prizes were first offered to the Class of 1906, and the plan then adopted has since been continued. Early in each school year, a printed announcement of the subject was delivered to

each member of the senior class for competition under the conditions stated in the announcement:—

“The members of the class competing for these prizes will observe the following conditions:

The essays shall contain not less than 1200, nor more than 2000 words, and must be written in ink on theme paper on one side of the sheet only, with an inch margin on the left hand side and a margin for footnote references, which should give the title of the book, volume and page, of the authorities consulted. Matters of general, current knowledge do not require footnote references, but all borrowed phrasing must be distinguished both by quotation marks and by numbered footnote references.

Each essay shall be signed with the pen-name of the writer, and, with a sealed envelope marked on the outside with such pen-name and enclosing the writer's real name and address, shall be enclosed in a sealed envelope addressed to the Chairman of the Committee on Historical Essays, and delivered to him on or before June 1, 19.....

The essays will be examined by three judges to be appointed by the Society, whose decision and award shall appear on the graduation programme and the Prizes will be presented as a part of the graduation exercises of the class of 19.....

The two Prize Essays shall become the property of the Lowell Historical Society with the right of publication.”

The experiment met with marked success during the first few years. The fear entertained by some of the teachers, lest the labor involved in the preparation of the essays might detract from the required and general work of the school, was allayed, for the subject was purely elective, and the work appealed largely to those members of the class whose tastes had been cultivated during the high school course in the study of history and literature. These students brought to the subject a certain skill in historical research and analysis coupled with a growing literary style and diction, and in many instances the essays submitted in this friendly competition probably show some of the best work in the school course.

This was of benefit to the writers of the essays, who thereby acquired by study and research a knowledge of local history which they would not otherwise have possessed, and it also gave them a certain literary style resulting from being thrown so entirely upon their own resources in putting the results of their research into words. The school was in no way injured but was benefited by this competition in an elective which made for better citizenship and a broader education on lines outside of the school curriculum, while the Lowell Historical Society thus sought the early acquaintance of its future members and supporters. The essays submitted were examined by the judges appointed by the Society primarily to ascertain their historic worth, but literary merit was also considered, so that the recipients of the prizes had to possess not only a capacity for study and research along historical lines, but also a fairly high standard of scholarship.

The nature of the subject also entered as an element in the work of the writers and in the interest taken in it by the class. It might be supposed that a practical subject like "The Makers of Lowell" or "The Lowell High School," would produce better results than a more poetical subject or one in which the imagination was given greater play, but such was not the fact, for "Lowell, the Site for a Beautiful City" and "The Concord River in History and Literature," apparently appealed much more to the writers. Neither did the subjects appeal to the sexes alike, for the boys, having taken both prizes the first year, only received one first prize and three second prizes after that, and the girls carried off the other eighteen prizes in the twelve year period during which they were offered.

Not the least of the duties of the Committee was the selection of the subjects of an historical nature suited to minds of the high school age, for the subject must not be too dry or philoso-

phical; while it treats of facts, it must give play to the imagination; it must hold the attention during the months of preparatory work; the sources of information must not be too involved or remote; it must interest boys and girls alike; and it should be of sufficient moment to be of benefit to the writers and to make the essays of historical value and worthy of preservation.

The decision and award of the judges appeared on the graduation programme of the class, and the prizes were presented as a part of the graduation exercises by some well-known citizen selected by the Society.

It is a perfectly natural inquiry why the Society, after initiating the experiment which met with such immediate success, deemed it advisable to discontinue its work in this line. The reasons which are various, largely centered around the fact of a growing lack of interest on the part of those most benefited, the pupils of the school. Whether this was due to a change in the personnel of the classes, and consequent changes in the studies from the standard of a liberal education to those of a more practical or commercial nature, or to an increased interest in athletics and sports, or to changes in the teaching staff of the school and a lack of interest on their part, it is difficult to say. If "imitation is the sincerest flattery," no question can arise as to the appreciation of the plan on the part of the public, for it was imitated almost from its inception by various organizations, among them the Lowell Board of Trade, which offered prizes, sometimes to the grammar schools and sometimes to the pupils of all the schools in the city, for essays on subjects of various kinds, none of which called for any particular effort on the part of those entering the competition. These advertising efforts and bids for publicity were ephemeral, but they had a tendency to lessen interest in this work of the Society and to make it commonplace. At all events, the interest diminished and the quality of the essays as a whole

deteriorated, until it became apparent that the results did not warrant the expenditure of time and money necessary to carry its work further, and your Committee advises its discontinuance.

In reaching this conclusion, your Committee regrets that the efforts of the Society have not met with better response on the part of the teachers and pupils of the school, especially in later years, but unless there can be better co-operation, or Historical Essays be made a part of the required work of the school, your Committee feels it is better that our educational work be exercised in other ways yielding more appreciable returns for the time and money expended.

The records of the Committee's proceedings, its reports, and copies of its notices and announcements of subjects, are filed with the secretary of the Society.

As a matter of convenient reference, the list of the subjects announced to each graduating class, the names of the winners of the prizes, the names of the judges, and the names of the persons who presented the prizes at the graduating exercises of the school, are hereto appended.

CLASS OF 1906.

"The Lowell High School, and the History Its Boys and Girls Have Made."

First Prize, Mr. Alfred M. Caddell.

Second Prize, Mr. Harold P. Conklin.

Judges:—Rev. Charles T. Billings, Miss Mabel Hill,

Dr. Thomas F. Harrington.

Prizes Presented by Alfred P. Sawyer, Esq.

CLASS OF 1907.

"The Concord River in History and Literature."

First Prize, Miss Edith M. Erskine.

Second Prize, Miss Louise Naylor.

Judges:—Rev. Charles T. Billings, Miss Mabel Hill,
James F. Savage, Esq.

Prizes Presented by Hon. Samuel P. Hadley.

CLASS OF 1908.

"The Makers of Lowell."

First Prize, Miss Lillian McG. Smith.

Second Prize, Miss Albertina Bernier.

Judges:—Rev. Charles T. Billings, Miss Mabel Hill,
James F. Savage, Esq.

Prizes Presented by Mr. Albert L. Bacheller.

CLASS OF 1909.

"Lowell the Site for a Beautiful City."

First Prize, Miss Tessie G. Curry.

Second Prize, Miss Geneva M. Coggins.

Judges:—Rev. A. St. John Chambré, Mr. Harvey M. Greene,
Mr. Philip S. Marden.

Prizes Presented by Solon W. Stevens, Esq.

CLASS OF 1910.

"The Merrimack River in History and Literature."

First Prize, Miss Gladys L. Melloon.

Second Prize, Miss Ruth P. Wedge.

Judges:—Rev. A. St. John Chambré, Mr. Harvey B. Greene,
Mr. Philip S. Marden.

Prizes Presented by Alfred P. Sawyer, Esq.

CLASS OF 1911.

"Chelmsford."

First Prize, Miss Mildred M. Durham.

Second Prize, Miss Ida F. Cummings.

Judges:—Rev. Wilson Waters, Hon. John J. Pickman,
James F. Savage, Esq.

Prizes Presented by Rev. A. St. John Chambré, D. D.

CLASS OF 1912.

"Lowell in the Civil War."

First Prize, Miss Gladys Storm.

Second Prize, Mr. Stanley Worth.

Judges:—Rev. Wilson Waters, Charles H. McIntire, Esq.,
Mr. Frederick A. Chase.

Prizes Presented by Dr. Moses Greeley Parker.

CLASS OF 1913.

"The Canals of Lowell."

First Prize, Miss Angela V. O'Brien.

Second Prize, Mr. Dallas E. White.

Judges:—Mr. Sidney R. Fleet, Miss Caroline Wright,
Mr. Arthur T. Safford.

Prizes Presented by Mr. Albert L. Bacheller.

CLASS OF 1914.

"The Streets of Lowell."

First Prize, Miss Helen Thessiy.

Second Prize, Miss Hazel Stevens.

Prizes Presented by Mr. Alonzo G. Walsh.

CLASS OF 1915.

"The Mills of Lowell."

First Prize, Miss Evelyn C. Anderson.

Second Prize, Mr. Guy F. Macleod.

Judges: Frederic A. Fisher, Esq., Mr. Edward W. Thomas,
Mr. Louis A. Olney.

Prizes Presented by Solon W. Stevens, Esq.

CLASS OF 1916.

"The Part Borne by the Parent Towns of Lowell
In the War of the Revolution."

First Prize, Miss Agnes H. Garvin.

Second Prize, Miss Elsi Rowland.

Judges:—Hon. John J. Pickman, Mr. George W. Putnam,
Rev. Wilson Waters.

Prizes Presented by Alfred P. Sawyer, Esq.

CLASS OF 1917.

"Distinguished Visitors in Lowell."

First Prize, Mr. Manuel E. Santos.

Second Prize, Miss Frances Johnson.

Judges:—Rev. Wilson Waters, Miss Mary A. Webster,
Mr. Henry H. Harris.

Prizes Presented by Miss Mary A. Webster.

SOLON WHITHED STEVENS.

Solon W. Stevens was born in Lowell August 1, 1836, and died March 31, 1918, while visiting his daughter in the City of New York. His life was one of varied interests. He was an honored member of the bar, and deeply interested in civic affairs. Music, art, literature and history were his recreation and delight. He was a finished orator, a cultured and gracious gentleman.

Upon the death of Mr. Benjamin Walker November 11, 1896, Mr. Stevens succeeded him as President of The Old Residents' Historical Association of Lowell, and when the Association was incorporated in 1902 as the Lowell Historical Society, he became its President and served in that capacity until his death, a period of twenty-two years. His portrait appears as the frontispiece of this volume.

At the meeting of the Lowell Historical Society, held May 8, 1918 to pay tribute to the memory of its late President, the Rev. Wilson Waters presented the following Resolution, which was adopted and placed on the records.

Resolved: That the Lowell Historical Society, deeply sensible of the profound loss it has sustained in the death of its President, Solon Whithed Stevens, desires to place on record some words of appreciation of his life and work.

Mr. Waters then said:

Solon W. Stevens, the son of Solon and Harriet Whithed Stevens, was born in Lowell Aug. 1 1836. In 1858 he received the degree of Master of Arts at Brown University, where he was a classmate of the late John Hay, sometime Secretary of State, with whom he maintained a lifelong friendship. He was confirmed by Bishop Eastburn in St. Anne's Church, April 12, 1865.

He married Mary Price Savory, October 12, 1870. To them were born three daughters, who survive their parents.

His knowledge of music, his skill as a musician, and his proficiency as a teacher, were unusual. For many years he held the position of organist at the First Congregational Church of Lowell, and he was director of the Lowell Choral Society at the time of the Peace Jubilee, when with exceptional ability he trained and directed the chorus of eight hundred voices.

Always ready and willing to contribute to the pleasure of others, he graced, on many occasions public and private, the company who were delighted to hear him play or speak; for besides being a musician, he was an orator of more than local reputation. His easy command of beautiful and polished English made it a pleasure to listen to his speeches and addresses, full of wisdom and inspiring zeal, enlivened by chaste wit or mellowed by pathos. He was the orator at this City's 75th anniversary, and on many other occasions here and elsewhere. This talent served him in his five years membership of the School Committee and his two years in the Massachusetts Legislature. He was Republican in politics.

He was admitted to the bar in 1888, and practiced law in Lowell. He was President of the Children's Home, and also of the Old Middlesex Chapter, S. A. R. He was active in forming the Lowell High School Alumni Association and was President from its first organization. He was a member of the Lowell Bar Association and was a 33d degree Mason. From 1890 to 1894 he was the United States' deputy internal revenue collector for this district. He was greatly interested in the work and success of this Society, as he had been in the Old Residents' Historical Association, and took an active part in its proceedings.

After his wife's death, he spent much time with his daughters, Mrs. Moorehouse, in Winchester, and Mrs. Day, in New York, where he died on Easter Day, March 31, 1918, full of

years, and crowned with the love and respect of all who knew him.

He was a man of the finest and noblest qualities. Truth, honor, and self-sacrifice marked all his dealings with his fellow-men.

MR. JAMES B. RUSSELL SPOKE OF MR. STEVENS IN THE
MUSICAL LIFE OF LOWELL

That I should have been asked to contribute to a eulogy of the late Solon W. Stevens, in his musical life, seems to me not so much a personal compliment—though I should be glad so to consider it—as it is due to the fact that he left almost no musical contemporaries. I would have gladly suggested another, better qualified to do justice to his long and honorable musical career, but I could not recall one such, now living.

This is not so remarkable as it might appear, for my own knowledge of his musical career covers more than fifty years.

I first knew him about 1867, as a musician, and teacher of the piano, just returned from a foreign trip; and I well remember some years after, riding with him and listening to his enthusiastic reminiscences of great operatic performances of the world's artists of that time.

I next remember him in connection with the rehearsals which he conducted for the Great Peace Jubilee Concert week, in Boston in 1868, and he continued to conduct the rehearsals of the society up to the Greater Peace Jubilee of 1872. He also conducted many subsequent musical events in Lowell, including the great concert of war songs in our old Huntington Hall in the early eighties.

Of his long and valuable service as organist in the First Congregational Church I knew little by personal association, but it seems to me that service in itself is worthy of a special eulogy.

That he has been a power for good in the cause of music in Lowell, in his sincere and devoted zeal for its best interests, is ever present in my memory of him, as a gentleman, a scholar, and a loyal friend, who will be missed by us all.

CHARLES H. MCINTIRE, ESQ. SPOKE FEELINGLY OF HIS
LATE OFFICE ASSOCIATE.

It is with a deep feeling of reverence that I attempt to pay my humble tribute to our late President, co-worker and friend.

That Solon Whithed Stevens, for many years among us and of us, has passed into the great beyond seems unreal. That he who was always so ready and cheerful to do his part, either in words or action, will be with us no more fills us all with deep sorrow, and casts a shadow over our lives which time alone can dissolve.

As a man, Mr. Stevens was one of God Almighty's gentlemen of the old school.

He never forgot his dignity nor lowered it under any circumstances; but true to himself and his breeding, he was always the high-toned gentleman. In his presence we all felt we were in the presence of true nobility.

There was no vulgarity in his make up, and his clean and upright conduct, sometimes under trying conditions, stamped him as one who early learned self-control. His early associates were of the cleanest and best and the results of such association were apparent in his maturity.

To one of such fine mental fibre, it is not strange that his every nerve vibrated in unison with the melody and harmony of the organ and that he early became a devotee of all branches of music. From pure love and devotion, he became a teacher and professor of music and followed it diligently to middle life and with marked ability and success.

In middle life he developed a profound admiration for the profession of the law and he determined to become a lawyer.

With his usual diligence and energy he began its study and gave up to a large extent his musical profession. In due time he was admitted to the bar and began the practice of his new profession. But the finer qualities of his heart and brain were ill-adapted to the rough-and-tumble practice of the law, and he was never able to hold his own with the younger and less scrupulous members of the bar.

Mr. Stevens was fairly successful in the practice of his new profession, especially with those who preferred business relations with a true gentleman, and many of his former clients will miss this high professional conduct in his business relations with them. But he was past the age when he could adapt himself to the great changes necessitated in his new calling and was never what people are accustomed to consider a successful lawyer.

Socially Mr. Stevens was a prince, and those who have been privileged to enjoy his companionship will long remember his genial nature and his lovable, unselfish and forgiving disposition.

Always true to his friends, with never an unkind or uncharitable word he again typified the true gentleman.

It is not strange that so refined a man as Mr. Stevens was a lover of poetry and good literature, and that from its constant reading he became an accomplished linguist and with many of the natural gifts of oratory developed into a gifted orator.

His flow of language was easy and always of the best, and he was much sought in middle life as an after-dinner speaker.

Most of us in Lowell and the nearby towns have many times been charmed by his gems of thought and language.

Mr. Stevens gave generously of his time to church and charity, masonry, and to this Society, and always did his best for the success of any work in which he had a part.

His place in the life and activities of Lowell is an honorable one, and he will long be remembered by those associated with him in these activities.

We miss him here; pleasant, agreeable, active, ready and willing to fill any place in his power, faithful in the performance of his part, with his high minded ideas and ideals of his duty.

We shall long remember him as an ideal member of this Society, and as the years go by, we shall more and more appreciate the true value of our lost friend and associate, Solon W. Stevens.

MR. HERBERT C. TAFT SPOKE OF HIS LONG ASSOCIATION WITH
MR. STEVENS IN MASONRY

It was not my good fortune to have known Solon Whithed Stevens intimately, or as many of the members of the Lowell Historical Society have known him for years, and I cannot speak of him as a particular friend, or even lifelong acquaintance. My association with him was only of recent years and in a social way as a member of the Masonic fraternity of which order he was an honored and highly respected member. He was a charter member and a Past Master of Kilwinning Lodge, a member of Mt. Horeb Royal Arch Chapter and Ahasuerus Council Royal and Select Masters, a member of and Past Commander of Pilgrim Commandery Knights Templars and a member of the Scottish Rite bodies and Most Wise Master of Mt. Calvary Chapter Rose Croix, and many years ago was elected a 33° Mason.

He was for many years organist of several of the Masonic bodies and the memory of his expressive rendering of organ music once heard was not to be forgotten. All of the various offices to which he was elected were filled with signal ability and dignity. Of a happy and congenial disposition he endeared himself to his Masonic associates to an extent seldom equalled.

An eloquent speaker, proficient in Masonic law and history, he was particularly entertaining and instructive.

He was respected and beloved by all of his Masonic associates, and his genial smile and happy greeting will be deeply missed by all who were fortunate enough to have his acquaintance.

ALFRED P. SAWYER, ESQ. SPOKE OF MR. STEVENS' CONNECTION
WITH THE SOCIETY

Since our last meeting Solon W. Stevens has passed into the world beyond.

The mere statement means much to the people of Lowell, and to all who knew him, but to the members of the Lowell Historical Society it brings the sense of personal loss.

Born in Lowell in 1836, the year the town became a city, and always interested in its civic affairs, he contributed no small part to the history of the city he loved.

Mr. Stevens was for many years a member of The Old Residents' Historical Association of Lowell, and was elected its President in 1897. Upon its incorporation as the Lowell Historical Society in 1902, he was chosen its President and has been annually re-elected to that position.

He was one of the oldest members of this Society under its earlier and later forms of organization. A very considerable part of his 82 years of life was devoted to its service, and for twenty-two years he presided over its meetings and guided its affairs.

We remember at such time as this those attributes which most impressed and attracted us, and the one characteristic which stands most clearly in memory was the graciousness of the man. He was ever a gentleman, and the fineness of his nature and of his tastes was inborn and merely found expression in his daily life.

A graduate of Brown University in 1858, his literary tastes were early formed.

He studied for the ministry, but his love for music shaped his early life.

In later years he took the examination for the bar, and although well past the half-century mark when admitted, he practised his profession as long as he continued in active life in this city.

It is proverbial that the law is a jealous mistress, and it may be said of him as of his friend the late Governor Greenhalge, that "for the drudgery of the profession he had, perhaps, but slight relish."

It was not in Mr. Stevens' nature to permit the law or any other thing to supplant his love for music and the finer things of the soul, and his rounded life would not reveal to us so much of the man we admired and loved, if it only showed us the lawyer, or the orator, or the musician, or the man of letters.

He was all of these and more, and the very multiplicity of his talents made him the man he was.

He was always in demand as a public speaker, and was fitted for every occasion, whether in the debate of a presidential campaign, in some patriotic or memorial address, or in some informal or social gathering.

He possessed a rare melodious voice and his command of pure English, his fine choice of words, his earnestness, his graceful delivery, and his charm of manner, captivated his hearers.

We shall no longer see his manly form and his kindly face with its crown of snow-white hair, but we shall always remember him as one of God's noblemen, who in plenitude of years, laid down the life he had lived, a life without reproach.

Something over two years ago the Rev. Smith Baker, then the Pastor Emeritus of the First Congregational Church,

preached what was practically his farewell sermon from the pulpit he had filled for nearly a quarter of a century, and at his special request Mr. Stevens again presided at the organ, as he had done in that church for more than fifty years prior to his resignation as organist in 1910.

They were born the same year, and as the large audience looked at these men whom they loved and revered, they seemed to forget that they were octogenarians in years, and only saw in them the living exponents of the spiritual life of the church which had made a successful ministry.

It was an impressive service to those who were privileged to be present, for all realized that it would never occur again.

When Dr. Baker died last November, Mr. Stevens was ill in New York and unable to come to Lowell, but he wrote a letter which was read at the funeral services of his friend whom he had known for more than forty years.

The concluding words of that tender tribute to one who was also a member of this Society may fittingly close this tribute to him who wrote it, for Mr. Stevens survived Dr. Baker but a few months, and on Easter Sunday he too joined his Risen Lord and his loved ones on the farther shore.

"In that secret hour of twilight when memories of dear ones come rushing from dreamland, he will be remembered and loved. He has crossed the dark river which separates eternity from earth, on whose mysterious waters no returning sail was ever seen. He is a resident of the "Holy City", standing face to face with his Master whom he served so well, and somewhere in the bright realms of the great empyrean yonder he is waiting to welcome the host by whom in life he was loved."

Judge Samuel P. Hadley, who presided at the meeting, paid a tender tribute to his lifelong friend, and it is regretted that he did not put his words in permanent form.

LIST OF PAPERS
READ BEFORE THE SOCIETY IN 1917 AND 1918.

"Historical Houses and the Homes of New England Patriots," Mr. Park Pressey, May 9, 1917.

The "Journal" of George Brownell's Voyage to England in 1839. Read by his great-granddaughter, Miss Harriet Francis Bennett, October 10, 1917.

Review of the Rev. Wilson Waters' History of Chelmsford, By Hon. Samuel P. Hadley, December 12, 1917.

The Prizes offered by the Lowell Historical Society to the Graduating Class of the Lowell High School for the best essays on "Distinguished Visitors in Lowell;" were awarded as follows:

First Prize, \$10 in gold, to Mr. Manuel E. Santos.

Second Prize, \$5 in gold, to Miss Frances Johnson.

"Women in the Revolution." Miss Mary E. Fletcher, February 13, 1918.

Memorial Service to Solon W. Stevens, Esq., Late President of the Society. May 8, 1918.

"The Webb-Durkee House, The Oldest House in Lowell." Mr. Joseph M. Wilson, May 8, 1918.

The October Meeting of the Society was omitted, in compliance with Government regulations regarding public meetings.

"An Evening with Lucy Larcom." Papers by Mr. Kirk Manahan and others, and Presentation of Manuscript Poems by her niece, Miss Charlotte M. Parkhurst, December 11, 1918.

"First Days of Lowell." Hon. Samuel P. Hadley, December 11, 1918.

SAMUEL PAGE HADLEY

The Meeting of the Lowell Historical Society May 14, 1919, was held in Memory of the Hon. Samuel P. Hadley, its late President.

Samuel P. Hadley was born in Middlesex Village, then a part of Chelmsford, October 22, 1831, and he died in the house in which he was born, March 18, 1919. He was admitted to the bar in 1853. For twenty-eight years he was clerk of the Police Court of Lowell, and for twenty-seven years he was the Judge of that Court.

He was chosen the Vice-President of The Old Residents' Historical Association of Lowell when his friend, the late Solon W. Stevens, became its President in 1897, and upon its incorporation as the Lowell Historical Society in 1902, he and Mr. Stevens were annually elected to these respective offices until the latter's death March 31, 1918, when Judge Hadley was elected President, but on account of his advanced years he declined re-election. His official services in the Society thus covered a period of twenty-three years.

Judge Hadley was a man of great versatility. He read much and was familiar with the world's best literature. In his later years his vacations were spent in England. He was much interested in local history, and no man possessed a greater knowledge of the history of Lowell and its surrounding towns. Some of this knowledge he has preserved for the future in the papers he has read before this Society, many of which have been published in its "Contributions." His portrait appears opposite page 36 of this volume.

At the opening of the Meeting, Alfred P. Sawyer, Esq., who succeeded Judge Hadley as the President of the Society, spoke as follows:

It is fitting that this first meeting of the Lowell Historical Society after the death of its oldest member should be given over to his memory.

Just when Judge Hadley became a member of The Old Residents' Historical Association of Lowell I am unable to state, but his name appears in a published list of members in 1894.

When the president of the old association, Benjamin Walker, died in 1896, Solon W. Stevens became its president and Samuel P. Hadley its vice-president.

While they had like tastes they were dissimilar in many ways, but the closeness of their friendship was no less marked than their devotion to this Society which they served so long and so well.

Although they were so deeply interested in the affairs of the Society, it is somewhat remarkable that they contributed so little in earlier days to its literary work. The six volumes of the "Contributions" of The Old Residents' Historical Association of Lowell contain only one paper by Mr. Stevens, "A Local Musical Society in 1824," which he read February 9, 1888, and Judge Hadley's name appears only once when he read on August 24, 1893, a paper written by his brother-in-law, Paul Hill, entitled "Personal Reminiscences of Lowell, Fifty Years Ago". Mr. Stevens never wrote any other paper, although he had in mind the preparation of an exhaustive history of the Musical Life of Lowell.

The change from the old voluntary association to the present incorporated society in 1902, received Judge Hadley's unqualified approval, and he was one of its incorporators.

The report of the committee on incorporation published in volume six of the old "Contributions", page 446, discussed at some length the name to be assumed by the new society. They reported against the name Old Residents' Historical Association as objectionable in many ways, although some members favored its retention, and it was Judge Hadley who urged the adoption of the name under which we are incorporated.

This period marks the beginning of his activity in the literary work of the Society, for the first volume of the new series of "Contributions" contains three articles by him, including his "Boyhood Reminiscences of Middlesex Village", and he has read several valuable papers before us which we hope to publish soon.

He heartily supported the efforts of the Society to interest the young people of the city in the study of local history, and during the twelve years when the society offered its prizes to the graduating classes of the Lowell High School for the best historical essays, the Judge was a member of the committee having this matter in charge, and was of invaluable assistance to the Society in selecting the subjects, in assisting those competing for the prizes in their study and research, and in presenting the prizes at the graduation exercises of the school.

He was of great assistance to our committee on papers and publications, for many times when there was no paper offered to be read at our stated meetings, or the committee was disappointed in some speaker, the Judge would come forward with a paper and save the situation.

The thing which most puzzled the Judge regarding this Society and of which he frequently complained, was that the members did not seem to feel responsibility for the literary part of its work, but were content to leave this to a few willing members, instead of studying our local history and putting the results of

their research into papers to be read before the Society and preserved.

He had a most sensible view of the purposes and work of a local historical society such as ours, and at the last meeting at which he presided, when he spoke of the life of Lucy Larcom and of his acquaintance with her, he strongly urged the members to give the Society their personal support.

He possessed a retentive memory, and his love for the human side of life enabled him with his fine literary style, to picture the people and events of early days in so clear and charming a manner that his hearers felt that they were walking with him by the Middlesex Canal, or through old Middlesex Village or through the streets of early Lowell, and were meeting the men and the women of the days which he described.

He was extremely accurate as regards all historical facts and dealt but little with tradition, but these facts he graced with a personal touch which made our local history a living thing and not a collection of dry and dusty details about uninteresting people and events.

We saw with him the people he described, smiled at their foibles and peculiarities, were saddened by their sorrows or misfortunes, rejoiced at their success and happiness, wondered perhaps at their ways of living, and came away feeling that we had been with the Judge on a personally conducted tour into the days before we were born, and all so real that we almost believed in our reincarnation.

But while he believed with us that "'Tis greatly wise to talk with our past hours", he richly dwelt in the living present.

No man was more deeply interested in current events than he, or more observant of the daily life about him, and so the fountain of his life was ever full to overflowing.

The thing which would most deter one, I think, from writing a biographical sketch of Judge Hadley for an occasion like this, so soon after his departure from us, is the fact that there is so little to write about him that is not already known to all men. We possess a common knowledge.

His long life was passed in our midst, and he died in the same house in which he was born. He was always in the public eye and known to all men. There was nothing in his life concealed or which he wished to conceal. His life was an open book and could be read on its every page as readily as the records of the court in which he served and over which he presided so many years.

It is for this reason I feel that my personal remembrances of Judge Hadley are perhaps of little comparative value, for they are in no way different, except it may be in degree in some minor details, from the recollections of other men.

I first met him when he had been for nearly 25 years the Clerk of the Police Court of Lowell under Judge Crosby, and I was reading law in the office of his friend, the late Joshua N. Marshall.

In those days there were students in all the large law-offices, and they still did much of the practical work described by John Quincy Adams in his Diary when he was a law-student in Newburyport, and so I naturally came in constant touch with the genial clerk of our local court, and he was ever ready with those helpful suggestions regarding practice and procedure which a young lawyer values and cherishes.

He was full of anecdotes and reminiscences of the lawyers he had known, and he possessed a vast fund of information gleaned from his extended reading, observation and experience.

His position in the court barred him from participation in the trial of causes, but he delighted in the intricacies of the law

and took great pleasure in tracing technical words to their original meanings, and showing their derivation and applied use. I remember he once held me at his desk entranced with a long and intricate discussion of the word "situate" as a word of location, and the propriety of its use as a legal term instead of the word "situated." The authorities which he cited and the reasons he gave have been forgotten, but always and instinctively I use the Judge's terminology in describing the *situs rei*.

But we need not venture into the province of the Bar Association regarding his 55 years of continuous service in our local court.

He was, as someone has said, "the finished product of our town and its ancestral background", and his judicial career forms only a part of the picture of his life.

He knew Lowell as did no one else, he was observant, he saw life from many sides, he loved his fellow-men, he read much, his travels left him with no illusions regarding the city where he lived, but he believed in the words of Paul that it was "no mean city", and he did what he could to make its future worthy of its past he knew so well.

Some small portion of what he saw and learned in his journey of four score years and more he has transcribed for us, and we and posterity are the richer for it.

The Rev. Wilson Waters presented the following Resolution, which was adopted and placed on the records.

"Whereas, in the course of nature, and the ordering of human events, an Allwise Providence has seen fit to remove from among us Samuel Page Hadley, one of Nature's noblemen, and one whom the people generally, and the members of the Lowell Historical Society in particular, held in honor and esteem, who

by his rare personal qualities endeared himself to all with whom he had to do.

Therefore, be it Resolved that we, the members of the Lowell Historical Society, hereby place on record our deep sense of the loss we have sustained, and also our appreciation of his extraordinary merits as a man, in domestic, social, judicial, fraternal and all other relationships; and especially do we recognize his interest in, as well as his efforts to realize, the aims of our organization, in making permanent the records of past years and in handing on to future generations the story of the effectual efforts of the fathers in building for their benefit the structure of our civic and social institutions."

Mr. Waters spoke as follows.

Judge Samuel Page Hadley was born October 22, 1831, at the home in Middlesex Village, where he died March 18, 1919, in his 88th year.

His father, who bore the same name, was thus called after his maternal grandfather, and was employed in boating between Concord, N. H., and Boston. In 1822 he came to Middlesex Village and two years later took charge of the locks and the business of the canal. In 1827 he bought the house where the Judge was born. The younger Samuel, when six years old, while playing with his bow and arrow, had a narrow escape from drowning in the canal lock, where he was trying to recover his arrow from the water. The father held the offices of selectman and treasurer of Chelmsford, and was a delegate to the Constitutional Convention in 1852.

The Judge's mother was Belinda Butler of Pelham, N. H., where her great-grandfather was one of the original settlers, as a granite monument in the public square testifies. The Judge's grandmother, Rebecca Page, lived to be 94 and died in 1847. Sitting on her knee as a child, he had heard her relate incidents of the Revolution and the French and Indian War, when she was

a little girl. Thus probably began his interest in local history, and his father's connection with the Old Middlesex Canal gave a stimulus to what was undoubtedly a natural inclination.

Having its beginnings in the ancient town of Ipswich, the family increased and thrived and spread to other places, and were engaged in honorable occupations.

In a little volume of family history compiled by Judge Hadley for his relatives, he expresses the belief that his Ipswich ancestor, George Hadley, who came from England prior to 1639, was a plain, honest, pious Eastern-County English Puritan, such as were most of the founders of New England. "And this belief," he says, "it quite contents me to possess."

Bishop Potter, speaking at the Washington Centennial in New York in 1889, said:

"If there be no nobility of descent, all the more indispensable is it that there should be nobility of ascent,—a character in them that bear rule so fine and high and pure that as men come within the circle of its influence they involuntarily pay homage to that which is the one preeminent distinction—the royalty of virtue."

Judge Hadley had the nobility of ascent—the royalty of virtue. During all his life he rose in the estimation of men by the royal road of virtue, by integrity, open-mindedness, loving-kindness, social charm; and by the best use of the talents which were by nature his, he acquired a character loved and admired by all, and perhaps unique in this neighborhood.

He received his early education in the public schools of Lowell and then studied at Phillips Academy, Andover, and at Lawrence Academy, Groton. He spent some time with James B. Francis, agent of the Locks and Canals Company, learning mechanical and engineering draughting.

In 1853 he graduated at the State and Normal Law School, Poughkeepsie, N. Y., with the degree LL. B. and was admitted

to the bar. He then studied for some time in the office of Judge Kent, and in that of Bradley, Mills and Woodhill of New York City.

In 1857 he was appointed Clerk of the Police Court of Lowell, which office he held until his appointment as Standing Justice of the Court in 1885. He retired January 19, 1912. Dartmouth College gave him the degree of Master of Arts in 1887.

He married Fanny Maria Walker, December 27, 1858. To them were born six children, of whom three daughters remain. His wife died early in April, 1918.

During their early married life they lived on Harrison street, and then on Merrimack street, in Lowell. After about five years they took up their abode in his old home at Middlesex Village. Home life is sacred when it becomes personal, but we may mention some features of the Hadley home. The Judge was the head and centre of it, and his paternal figure had a graceful complement in the sweet gentleness of Mrs. Hadley, to whom, as a knight to his lady, he ever gave that most elegant of compliments, a courteous and tender deference. When sometimes hurried in leaving home for the day's occupation, he would willingly miss a car rather than forego the accustomed farewell kiss.

"He was a lover of the good old School,

Who still become more constant as they cool."

He inherited from his father a love of music, which he cultivated, and he could play on several instruments and also sing.

The home circle was enlivened by his aptness in drawing and caricature and the frequent employment of his ability to write verses, grave and gay, and his animated conversational powers. He wrote some verses for Thanksgiving Day which it was customary to sing on that occasion, and which he desired should continue to be sung by the family around the table. He much regretted that the accustomed quiet of his home was of late en-

croached upon by the railroad between his house and the river.

He was fond of the humanities, and the things which give grace and distinction to those who possess them; not conscious of their effect on himself, but for themselves, he studied literature and art in their pure and beautiful forms. He loved

"The intelligible forms of ancient poets,
The fair humanities of old religion,
The power, the beauty and the majesty
That have their haunts in dale or piny mountains,
Or forest by slow stream, or pebbly spring—"

Scott, in Guy Mannering says: "A lawyer without history or literature is a mechanic, a mere working mason; if he possesses some knowledge of these, he may venture to call himself an architect."

Judge Hadley was unusually well read in history, and in local history he delighted, and was considered the best informed person on the subject in this region. Many rare and standard works are to be found upon his shelves. He was a friend and correspondent of Trevelyan, the historian. He was long a member of the Old Residents' Association and of the Lowell Historical Society, a vice-president of both and president of the latter until within a few weeks of his death.

With his friend, Solon W. Stevens, he was formerly wont to attend the meetings of the Sons of the American Revolution, and generally these two were reserved for the last speakers of the evening, to which they gave éclat by their interesting and brilliant speaking. A few years ago I remember being invited with him to dine with Mr. Stevens at the home of the latter's daughter in Winchester, and the gusto with which we all sang "Lauriger Horatius" and other college songs.

Out of court hours he gave much of his time to reading in general literature and his mind was well stored with apt quo-

tations which his memory, always correct and ready, enabled him to produce on all occasions. They often enlivened a dull moment in court by their application to the point under discussion, and he was always ready to correct inaccuracies in the quotations made by others. There was an element in Judge Hadley's character which reminds one of Dr. Samuel Johnson and of what Boswell said of his great hero: "I like to recollect all the passages that I heard Johnson repeat—it stamps a value on them."

His mind was stored with interesting recollections of his many trips to the old world, and the historical and literary associations connected with the places he chose to visit. With some of these he favored the Historical Society. His *Reminiscences of Old Middlesex Village* are among the most interesting and valuable of the Society's publications.

And so in the home, in the Court, on the street, in the Club, in patriotic and historical meetings, apparently without effort, he gave, by the natural, easy outflow of his full, generous nature, the comfort, the help, the pleasure and delight which were his to give, and which he gave with pleasure and delight.

He enjoyed rollicking fun and he talked wisely on serious topics. On a recent "Flag Day" he marched in the parade carrying a flag. His patriotism was highly stirred in the great war, and he was most decided in his denunciation of the fiendish wrongs committed by the Germans.

He was ever enjoying the noble and pleasant things of life,

"But hearing oftentimes

The still, sad music of humanity,"

to which he tuned his heart and did what he could to sweeten it.

"Tis this which fills and rounds the noble character.

That portion of a good man's life,—

"His little, nameless, unremembered acts

Of kindness and of love."

Men and women sought him for advice, assistance and encouragement, and he never failed them.

“Even children followed with enduring wile,
And plucked his gown, to share the goodman’s smile.”

He loved them and they loved him. He took great pleasure in giving them pennies and candy, and where there was real poverty, supplying them with food and clothing.

On his retirement from the Police Court, the Bar Association met and numerous eulogistic addresses were made, in which there was mention of his gracious courtesy and gentle dignity; his words of encouragement to young lawyers; his just consideration for all; the merry twinkle of his eye; the humor which brought harmony out of discord; the admiration and love which the whole community felt for the Judge.

He himself said: “I may have made errors, but if I have, they have been made honestly. I have always tried to pass on the cases brought before me in a way that would best serve justice. My decisions have always come after the best thought I could give them. I have always yearned to do good to individuals who came before me, and to my city, state and country.”

He was an honorary member of the Yorick Club, a member of the Vesper Country Club, and of the Ancient York Lodge of Masons. In politics he was a Republican; in religion, a Congregationalist.

After the death of his wife, his thoughts turned naturally to the future life and to the spirit world. He sought to comfort his sense of loss by finding some new evidence of what his heart longed for, a reunion of recognition and love beyond the grave. And so he read and thought much on the subject. He was interested in Boyd-Carpenter’s conversations on this subject with Lord Tennyson and Queen Victoria.

Let us trust that, although, while here with us, he saw as we still see, as through a darkened glass; so now he sees clearly, and knows even as also he is known.

MR. PHILIP S. MARDEN SPOKE OF JUDGE HADLEY AS
A MAN OF MANY PARTS.

I cannot remember the time when I did not know Judge Hadley. I cannot recall a time when he did not seem to me a venerable saint—although when I first recall him, sitting well forward in the old High Street church, he was not far from 50 years of age, and was still clerk of the court over which Judge Crosby—who sat across the church—was still presiding.

My experiences with Judge Hadley were less on his professional than on his numerous other sides. To be sure, as a police-court reporter in my early days of newspaper work, I had knowledge of his many admirable qualities as a dispenser of justice in the old court room in the Market House building—and it was there that he did his real work for so many years. In that time I learned to know and to appreciate his fatherly attitude toward the erring, his abounding sympathy, his discerning discretion which knew so well when to be stern, and in an especial manner his extraordinary memory for faces and facts. No one who did much frequent his court can have failed to hear him admonishing some unfortunate habitué, “in” possibly for the 30th time, reminding him that his appearances had been disgracefully numerous and his criminal record discredibly long. “Michael, I can remember the first time I ever saw you in that dock, 30 years ago” was a favorite gambit—uttered in the sonorous voice and the patriarchal manner that all knew so well. I saw many a sentence tempered with mercy in those days—and I learned,—what as a school boy I had not appreciated—that the tramping of the High School battalion overhead on days of protracted sitting

could fray the judicial nerve, sometimes leading even to a stern command that the military instructor "above stairs" (as the judge would put it) be brought instanter to the bar of the court. Once at least did I see Captain Hanscomb brought down and remonstrated with thus—and I suspect it happened rather often.

But it was not the judge so much as the *man* that I really knew—the man of many interests and varied gifts. He was a frequent Sunday visitor at our house, and one day he found me strumming at the piano a fragment of the "Pilgrims' Chorus" in Tannhäuser, the melody of which had haunted me, but one special chord in which I found myself wholly unable to reproduce. The judge leaned over my shoulder and struck that chord for me, showing me exactly how it was constructed—and thus introduced me to what I still regard as the most majestic chord in a most solemn and stately piece of music. That chord, at least, I have never since lost. It was a trivial incident but it suddenly revealed to me that the judge was a musician.

What technical training he may have had I do not know, but I do know that by nature there was music in him which needed but little encouragement to make it flower forth. Without pursuing the study of it seriously he played acceptably on other instruments, as well as the piano. He loved his 'cello and the violin. And I doubt not that had he devoted serious attention to this art it might have carried him far—for he had what one may call the "feel" of it, and that ready sympathy which instinctively guided his tastes to the best in any line.

It was the same with art and poetry. I found we could not by any means always agree, for the judge was prone to be influenced in his literary and artistic likes and dislikes by incidentals, and these sometimes blinded him to the excellence of a really great performer. I have heard him deriding Poe as "the jingle man"; and Whistler, with his supposed denial of his birthplace

and his innumerable outgivings of mannerism and conceit, was his especial *bête noire*. Judge Hadley probably hated a poseur as he hated few other things on earth—and his was that happy kind of hatred reserved for a very few pet antipathies.

To an admirable and largely instinctive taste in such matters the judge added a constructive faculty of his own. His gifts were by no means confined to the critical, for on occasion he proved that he could create with a facility far surpassing that of the casual amateur. He was given to composition on his own account, and now and again he sent me bits of verse. This phase of his activities I recall chiefly as an incident of the great war, which affected him deeply; and it was his outbursts of white-hot indignation against the early atrocities of the Germans that most often inspired him to imprecatory song.

What I would bring out, therefore, is that there dwelt in this man, fettered as he was by the routine of a sordid municipal court in which repulsiveness was the outstanding daily characteristic, the soul of an artist in many and unrelated lines. I have often imagined Judge Hadley as possibly thinking, with Browning's "Pictor Ignotus":

"I could have painted pictures like that youth's
Ye praise so!"

But it was all avocation rather than vocation with him. Art, music and literature, which he might easily have adorned had he devoted himself, remained the pastimes of an idle hour—instruments of delight to himself and to the few intimates who knew his gift for them.

We shared a passion for foreign travel which gave us many a pleasant chat. His summer pilgrimages took him oftenest to England while my winter wanderings usually led me elsewhere—but his feeling for England and the English was largely my

own as well, and his delight in ferreting out odd corners of London, endeared to him by some literary allusion, was one which any lover of books must share. If I were to attempt to describe the judge in a single phrase it would be that he was an industrious man of law, with the appreciations of an artist astonishingly well developed.

Born in an old community and living always on the same ground it was natural that his age should shift into that of the revered local sage. It was his fortune to see, in the course of so long life, steam crowd out of existence the old canal boats which his infancy had made familiar, and later air-navigation bidding fair to dispute in its turn the autocracy of railroad and steamship. The antiquarian interest which he developed in the neighborhood with which he had associated himself so long need hardly be stressed in this company. To sit at the feet of this amiable Gamaliel and be told tales of an elder day was a constant delight—especially as, at the last scarcely a man was then alive who remembered those famous days and years.

The august dignity which he wore as a becoming garment and which revealed itself in a face, voice and general bearing of incomparable benignity, one need not dwell upon. They were the outward and visible signs of inward and spiritual grace and they sufficed to reveal the soul within. Few men ever realized in fuller measure the ideal port and bearing of the judge. Few men of my acquaintance have been so well dowered with so rare a combination of agreeable gifts. And few departing have left so sweet a savor behind them.

The following letters from absent members, Judge George F. Lawton, of the Probate Court, and the Hon. Frederick Lawton, Justice of the Superior Court, were read by the Secretary.

Cambridge, Mass.,
May 12, 1919.

Alfred P. Sawyer, Esquire,

President of the Lowell Historical Society.

Dear Mr. Sawyer:

I remember Judge Hadley best as he was before his elevation to the Bench in 1885. As Clerk of the Court in the days of our intimate association he was the comrade of the members of the Bar and their mentor and helper in many ways. Concerning matters of practice in the Courts, in his direction and advice he was infallible. In his conclusions upon questions of law his sound learning and his logical and discriminating mind seldom permitted him to go astray. At that time Judge Crosby presided over the Court with dignity and grace. He was a polished "gentleman of the old school" and was eminently faithful to his trust. He was fortunate, as any Judge in a similar position would be, in having associated with him such a clerk as "Sam Hadley", affectionately so called by everybody. The clerk cooperated with the bench and the bar in their mutual duties with an industry and a wisdom which contributed much to the efficient administration of justice in those days.

Judge Hadley's literary attainments, his general cultivation, his fund of information, his wit and humor, his gift of narrative power, enveloped and adorned him, I believe, to the end.

Had he devoted himself in his youth and prime entirely to the general practice of the law he would have attained distinction and reputation at the bar greater than he reached as it was. He would have been more widely conspicuous. Possibly he would have rendered no more useful service. He could have been no more respected and the memory of him could have been no more cherished than it is by those who did know him and respect him and remember him.

I much regret my inability to be present at the memorial meeting.

Cordially and sincerely yours,

GEO. F. LAWTON.

Boston, May 10, 1919.

My dear Mr. Sawyer:—

I regret very much that it will be impossible for me to be at the meeting of the Historical Society next Wednesday evening. I wish I might, if only by my presence join in our tribute to Judge Hadley's memory.

It was a well-rounded life of splendid usefulness in a difficult, responsible position as the clerk and then the magistrate of our People's Court, followed by its period of gracious, dignified, well-deserved leisure. When we think of his long life work in the bad air of the court room (I'm told it isn't so bad now as it used to be) of the endless procession of cases criminal and civil, to the outsider seemingly petty, but of serious importance to the individuals concerned and to the public as a whole, we wonder at his courage and his patience which he kept to the end. He was helped no doubt by his many interests apart from his work, his interest in literature and music, in travel, in history, particularly that phase of it which we in our Society cultivate. Underlying it all he had a saving sense of humor. Emerson has somewhere said that the greatminded man never takes life too seriously. Certainly a sense of humor breaks the edge of the small and even of the great annoyances and troubles of life. If that sense of humor was not only a shield, but sometimes also lent him a weapon, it is only fair to say that his sarcastic wit was rarely aimed except at humbug and pretence. He was a man of strong convictions, but they *were* convictions and he was as free from prejudices and as

open-minded as is possible for a man of his positive type to be. As a judge, most certainly he was as it was his duty to be, open-minded and fair. As a judge, deciding as he had to do, the facts as well as the law, he had that practical shrewdness and ready understanding of human nature which we like to think are characteristic of the New Englander. As a judge, as a citizen, as a neighbor and friend we love to think of him as typical of all that is best in the generation that has almost passed. Lowell and the Lowell Historical Society will long be proud of him.

Very sincerely yours,

FREDERICK LAWTON.

Miss Bessie B. Hadley, daughter of Judge Hadley, read a paper "A Visit to Gad's Hill," which he had prepared for the Society, and Mr. Waters read some poems by Judge Hadley, among which were the following:—"Our Country," "Thanksgiving Day," "Grandmother," and "Over the Sea to Old England, Over the Sea."

LOWELL NAMES IN EARLY OHIO HISTORY.

BY REV. WILSON WATERS. READ DECEMBER 10, 1919.

Marietta, Ohio, was settled in 1788, by 48 pioneers and their families. Under the leadership of Rufus Putnam they followed the Indian trail from Massachusetts and Connecticut over the Alleghanies to Fort Duquesne (Pittsburg), built rude bateaux at the head of the Ohio river, the principal boat being named the "Mayflower", and floated down the stream to the mouth of the Muskingum, where they landed April 7, 1788, and laid out the streets of the future city of Marietta, first called Adelphi; soon, however, given the former name in honor of Marie Antoinette, Queen of France, who in acknowledgment sent a bell for the Court House, but it was lost at sea. At the mouth of the Muskingum, on its opposite or western bank, was Fort Harmar, built at an earlier date to protect this region from the Indians. The site of the new town was partly covered with the remains of pre-historic earth-works, of whose origin the Indians claimed to know nothing. From the age of trees which had overgrown them, it was estimated that they may have been in existence as long as 1000 years.

Classical names were then in vogue and some of the principal places in the new town were given such names as Campus Martius, Sacra Via, Capitoleum, and Tiber creek.

The new settlers were a remarkable company. "Energetic, industrious, persevering, honest, bold and free—they were limited in their achievements only by the limits of possibility". Many of them were officers in the army of the Revolution. At the end of that long struggle, finding themselves almost penniless and with

occupations gone, they were glad to avail themselves of the offer of Congress to give them lands in the Ohio country in pay for their services in the War for Independence. They had often heard from their old commander, General Washington, of the beauty and fertility of the western lands. In 1770 as a young surveyor he had explored its vast forests and picturesque rivers, and later became the owner of 20,000 acres in these fertile valleys. He said: "No colony in America was ever settled under such favorable auspices as that which has just commenced at Muskingum. I know many of the settlers personally and there never were men better calculated to promote the welfare of such a community."

The streets of Marietta are laid out at right angles, those running parallel with the Muskingum are numbered, those parallel with the Ohio are named for Revolutionary officers. It is claimed that there are more officers of the Revolution buried in the old Mound Cemetery than in any other burying ground in the country.

At Marietta stands the second largest elm tree in this country. It is 32 feet in circumference, $1\frac{1}{2}$ feet above the ground. Twenty-seven feet in circumference, five feet above the ground, and has a spread of 165 feet.

Beginning in the year 1800, ship-building was carried on here, vessels being floated down the Ohio and Mississippi rivers to the Gulf and the Atlantic Ocean. Many steam-boats were also built here. About twelve or fourteen miles below Marietta, in the Ohio river, is Blennerhassett's Island, the scene of the romantic career of Harman Blennerhassett, who, born in Hampshire, England, in 1767, married Miss Agnew, a woman of great beauty and refinement, daughter of the Governor of the Isle of Man, and came to his island with an extensive library and chemical and philosophical apparatus including a telescope, in 1797, and built an elegant mansion. By an expenditure of \$60,000, he made a

paradise of his three hundred acres. Here he dwelt for eight years lavishing an open-handed hospitality on the people at Marietta and Belpre, until the tempter entered this Eden in the person of Aaron Burr, who inveigled Blennerhassett to take part in his treasonable schemes. He was ruined and fled from his Eden. The whole romantic story would take too long to tell.

Marietta College, an institution of high order and merit, was established in 1835, and became a centre of learning and social life, and continues to flourish as such. Louis Philippe of France stopped there on his way down the Ohio in 1798. Marietta reached its greatest relative importance as the gateway to the great Northwest between 1830 and 1840, before which time it was out-ranked in population and commerce by Cincinnati and other cities. It was about the same time that the city of Lowell became noted for its large number of talented men and accomplished women and was enjoying its solid prosperity.

To one acquainted with both cities, Lowell and Marietta, the identity of the names of well-known citizens in the two places could but arrest attention. And on examining the matter the writer finds that in the early history of Marietta a number of men bearing names prominent in this region went to the Ohio town. Among them were the following:

James Mitchell Varnum, brother of Joseph Bradley Varnum of Dracut, was born there in 1749. He entered Rhode Island College (Brown University) and graduated with the first class in 1769, with first honors. He studied Law and began to practice his profession at Greenwich, R. I., in 1771. He developed a taste for military life, and served in the Revolution at the siege of Boston and in the campaign in New York. He was made a Brigadier General. At his suggestion slaves were emancipated in Rhode Island. He led an active military life and was Major General of the Rhode Island Militia. In politics he was a Fed-

eralist. In 1787 he became a director of the Ohio Company. He reached Marietta in June, 1788 and on the following 4th of July delivered an oration there. He was made Supreme Judge of the North West Territory and helped in framing a code of laws. He was an eminent lawyer, a distinguished orator, and a member of the Society of the Cincinnati. He died at Marietta January 10, 1789.

Return Jonathan Meigs, who bore a name well known in Lowell, was born at Middletown, Connecticut, December 17, 1740. After the battle of Lexington and Concord he recruited a company and joined the patriot army before Boston. He held the rank of Major. He took part in the expedition into Canada and was taken prisoner at the siege of Quebec. He was made a Colonel in 1777, and attacked the British garrison at Sag Harbor, Long Island, where he captured numerous prisoners, also ammunition and provisions. He received a vote of thanks and a sword from Congress. He was at the capture of Stony Point and continued in the service during the Revolution. He settled at Marietta in 1788, and was Indian Agent in 1801. He died on the Cherokee Agency in Georgia, January 28, 1823. It is recorded of him that during a long life of activity and usefulness no man ever sustained a character more irreproachable than Colonel Meigs.

The origin of his name is accounted for by the following story which is said to be a fiction of the imagination:

The course of true love did not run smoothly in the youthful days of Jonathan Meigs. A serious difficulty with his betrothed, so the story goes, led to the breaking of the engagement. He left the house thinking never to return, but as he swung open the gate at the end of the long walk, he heard a tearful voice cry to him from the door, "Return, Jonathan". The first child born to the happily mated couple bore the name bestowed upon him by

the father, "Return Jonathan Meigs", and became, when he grew up, the Governor of Ohio.

Return Jonathan Meigs, Jr., was born at Middletown in 1766 and graduated at Yale in 1786. He practiced Law in Marietta, 1807-8, and became Judge of the United States District Court of Michigan Territory of which he was elected Governor, and was appointed United States Senator. He was Governor of Ohio from 1810 to 1814. He displayed great energy and efficiency in the War of 1812. He was Postmaster General from 1814 to 1823, when he retired to Marietta and died there March 29, 1825.

Samuel Prescott Hildreth was born in Methuen, Mass., Sept. 30, 1783, son of Samuel and Abigail (Bodwell) Hildreth, and a descendent of Richard Hildreth of Chelmsford. His father was a surgeon in a regiment of Massachusetts volunteers and was at the capture of Burgoyne at Saratoga in 1777. He attended School in Methuen and went to Phillips Academy, Andover. He then taught school at the Franklin Academy, North Andover, and studied Medicine in 1802 with his father, and in 1803 with Dr. Thomas Kittridge of Andover, attended lectures in Cambridge and took his degree in 1805. In 1806 he went on horseback to Ohio, where he died in 1863. He built up a large and successful practice. He was a member of the Ohio Legislature in 1810, and of the Ohio Geological Survey in 1837. At Marietta he kept for about fifty years the first meteorological register in the State. This is now in the possession of the Smithsonian Institute. He made large collections in Conchology and other branches of science, which, together with his valuable library, he bequeathed to Marietta College. In his journeying on horseback through the country he gathered material for two volumes of history and biography relating to early Ohio history. He wrote many magazine articles and was among the first to notice the occurrence of petroleum in springs and salt-wells west of the Alle-

ghanies. He married Rhoda, daughter of Capt. Pardon Cooke, of Fairhaven, Mass., at Belpre, Ohio, in 1807.

In the year 1816, the starving year, when there was frost in every month and not enough grain was raised for the next year's planting, many enterprising people went to the west, and among them two young men just graduated from college. They were Henry Dana Ward, brother of the writer's grandfather, and Elisha Huntington, who went to Ohio on horseback. The former taught school at Athens and afterwards spent some time in Marietta. Elisha Huntington taught in the Muskingum Academy, an institution established at Marietta in 1797. He was born April 9, 1796, at Topsfield, Mass., of which town his father Asahel was minister. Elisha was graduated from Dartmouth College in 1815. It is possible he may have made the journey late in that year. After teaching at Marietta he studied medicine at Yale, returned to Massachusetts and in 1824 began his professional life as a physician in Lowell, then East Chelmsford. In 1825 he married Hannah, daughter of Joseph and Deborah Hinckley of Marblehead, and connected himself with St. Anne's church, being confirmed in 1829. He was a vestryman of St. Anne's and the first warden of St. John's. In 1849 and in subsequent years he was mayor of Lowell, and one of its most prominent citizens. He was elected Lieutenant-Governor of Massachusetts in 1852. He died December 12, 1865. His daughter Mary married Professor Cooke of Harvard. His son, Major James F. Huntington, with his family, was a resident of Marietta about the time of the Civil War, and later resided in Lowell, with his family, until his death. The Rev. Dr. William Reed Huntington, another son, was rector of Grace Church, New York.

A list of Revolutionary soldiers who participated in, or were interested in, the settlement at Marietta in 1788, contains 3 Brigadier Generals, 2 Major Generals, 1 Commodore, 5 Generals, 20

Majors, 21 Colonels, 1 Chaplain, 62 Captains, 1 Sergeant, 12 Lieutenants, 1 Ensign. Some of these were from this region, especially from Chelmsford: Benjamin Heywood, Asa Coburn, Phinehas Coburn, Sherebiah Fletcher, Benjamin Pearce and Joseph Monro. Most all of those enumerated above are buried in Marietta or other places in Washington County. Joseph's father was Josiah.

Josiah Monro came originally from Amherst, or Milford, N. H. and some of his family lived for a time in Lexington, Mass. I mention him specially because some of his relatives lived in Chelmsford when I first went there and they showed me a number of letters written by his family at Marietta in 1797 and later, to their eastern relatives. Josiah was a soldier in the French war in 1762 and was a captain in the Revolution. He was on the staff of Lafayette, who gave him a sword in recognition of his exceptional bravery at the battle of Trenton. He was a favorite with Lafayette and a talented and useful man. He was one of the Judges of Quarter Sessions of the Peace, and was the second postmaster at Marietta. R. J. Meigs, Jr., having been the first to occupy that position. He was an original member of the Society of the Cincinnati. Joseph married Mary, sister of General Lewis Cass, who studied law in Marietta in 1800.

Another prominent citizen of early Lowell is brought to mind by fact that in the Old Mound Cemetery rest the remains of Commodore Abraham Whipple, born in Providence, R. I., in 1733. He is credited with firing the first naval gun in the War of the Revolution. He gave to his country not only his services but thousands of dollars which were never repaid. With the exception of the Marquis Lafayette, it is said that no other military or naval commander in the Revolution expended so much as he for the men under his command.

The epitaph on his white marble monument reads as follows:

SACRED
to the memory of

COMMODORE ABRAHAM WHIPPLE

Whose name, skill and courage
will ever remain the pride and boast of
His Country.

In the late Revolution he was the
first on the sea to hurl defiance at

PROUD BRITAIN,
gallantly leading the way to wrest from
the mistress of the ocean, her scepter,
and there to wave the star-spangled
Banner.

He also conducted to the sea the first
square-rigged vessel ever built on the Ohio

Opening to Commerce
Resources beyond Calculation.

REPORT OF THE EXECUTIVE COMMITTEE
FOR 1918-1919 AND 1919-1920.

PREPARED AND READ BY ALFRED P. SAWYER, PRESIDENT,
FEBRUARY 11, 1920.

It has been the common experience of all historic and patriotic societies that the world war has interfered sadly with their activities, and that the time, thought and energies of people during these years have been given almost wholly to the needs of the passing days.

Our Society entered this period handicapped by the fire in the Memorial Building which caused it loss and deprived it of the use of its rooms for nearly two years, and during this time we have suffered the irreparable loss of two presidents, men who served this Society long and well. It is with due humility, therefore, that your committee reports that the year now passed has been a successful year.

We are back in the rooms we have occupied since this building was erected, our library has grown, our collections have increased, new book-cases and cabinets have been installed, and our members and the public are taking a deeper interest in the purposes and work of the Society.

The details of our growth properly may be left to the reports of the various officers and committees, but it may be fittingly mentioned here that we have added materially to the department of Lowelliana in our library, that to the portraits which adorn our walls have been added among others, the portrait of Daniel Webster, painted by our Lowell artist, Thomas B. Lawson. These portraits were for many years in the building of the old Middle-

sex Mechanics Association, and fortunately came into our possession for preservation.

We have been given a choice collection of ancient and colonial lamps by Miss Alice C. Parker, which are on exhibition in one of our cabinets, as are also the collection of Filipino weapons and curios given the Society by Mr. John S. Scott, of this city, who served in the Philippines for one year and five months as Sergeant in Company I, 26th U. S. Volunteers, and received his discharge March 9, 1901. The Society's fine collection of Indian arrowheads, axes, pestles and pottery has been arranged for exhibition in a new case, and we need cases and cabinets for other exhibits.

It seems very proper that we should give some consideration to our material progress, as represented by the property we possess. If our society were a commercial enterprise, we might call it taking account of stock or making an inventory of our possessions. It would of course be difficult to take an inventory of our tangible assets and to attach a definite value to them, for our library and collections, while of great value to the Society and possessing much historical value, may not possess any particular value in the market. A book which is rare may possess some value, but a book which can not be duplicated because it is the only book of its kind in the world, takes on a far different value. It is this element which gives varying values to manuscripts and old letters, but of course it is far from being the only element. Perhaps the only way to make a satisfactory inventory of our possessions of this character would be to adopt some arbitrary valuation, based as nearly as may be on fact, and add to it from year to year by some like valuation the annual increment of property received. Such valuation might not possess much merit in itself, other than a book value or a valuation for inventory pur-

poses, but it would give us some tangible idea of the worth of the Society's possessions, in a materialistic sense at least.

The financial condition of the Society, as shown by the treasurer's report, presents no such difficulty, for it deals with those concrete facts known as dollars and cents. It is one of the most satisfactory reports ever submitted to the Society.

The Society has not heralded its patriotism, but within the past two years the treasurer has invested our surplus income in three different issues of Government Liberty and Victory bonds to the amount of \$450. In addition his report shows accumulated funds on deposit in local savings banks, aside from cash on hand, amounting to \$1,256.81, a total of invested funds in the hands of the treasurer of \$1,706.81. In addition to this the Society is the beneficiary of the fund of \$5,000 held by the trustees under the will of our former member, Dr. Moses Greeley Parker, the annual income of which is paid to the Society. This is strictly a fund, established for a particular purpose, and it is perhaps the proper time to decide whether some portion of this sum of \$1,706.81 now invested but carried on the treasurer's books as a balance, ought not by vote of the Society to be set aside as a fund for general or specific purposes, and not subject to withdrawal or expenditure excepting by vote of the Society at a meeting duly called under some article specially included in the call for the meeting. This invested balance shown by the treasurer's report, is the accumulation of small annual savings covering many years of the old Association and of this Society, the result of careful management and of living within our income. It would be a very easy matter to expend it, but your committee feels that increased expenditures ought to be paid out of increased income, and that it is the duty of the members of the Society to provide such income from the annual dues of an increased membership.

Your committee has not deemed it advisable to commence the publication of another volume of our "Contributions" with the material awaiting such publication, in view of the fact that such publication would cost at least three dollars a page as compared with about one dollar a page a few years ago. It is a matter of simple computation to estimate the balance which would remain in the treasurer's hands after the publication of a volume of five hundred pages including illustrations. And in this connection it may further be said that the committee has not felt warranted in employing an assistant to the librarian, so that the rooms of the Society may be opened at stated times.

As some question was raised at our last quarterly meeting regarding the Parker fund and the probable income therefrom, a copy of the first account filed by the trustees in the Middlesex Probate Court is herewith submitted for your examination. The account shows the investments of the fund made by the trustees under the seventh article of Dr. Parker's will, and the income from the various securities during the first two years of their trust.

One of the features of the annual reports of this Society has been for many years the obituary notices of deceased members.

President Charles C. Chase of The Old Residents' Historical Association of Lowell first embodied such notices in his report at their annual meeting in 1888, and under President Walker and President Stevens such notices became a prominent part of the annual reports, which in the old Association were called the president's reports, and under the by-laws of this Society are called the reports of the executive committee but are prepared by the president of the Society.

It is always a question whether the necrology of a Society like this is a proper or desirable feature of the proceedings at the annual meeting. We are not a fraternal organization, as The

Old Residents' Association was to a marked degree. It was a voluntary association formed in 1868 by men who were residents of Lowell when it became a city in 1836. That was the condition of membership and they met at first but once a year. As the years passed by their numbers decreased with increasing rapidity, and it is not at all remarkable that after twenty years they took formal notice of those who had fallen from their ranks during the year.

The Lowell Historical Society was incorporated in 1902 to take over the old Association. It is what its name indicates, a Historical Society having corporate existence, and it occupies a quasi public position in this community. In similar organizations it is customary to publish an "In Memoriam" list of those who have died during the year, or to leave a blank page in their records in their memory, but the presentation of resolutions or other memorials regarding all deceased members has been generally discontinued.

It has however not seemed advisable to your committee to discontinue at this meeting the practice which has so long obtained in this Society, and so it submits such report, being mindful that to some persons such extended notices are depressing, while to others they seem not only a fitting tribute, but a proper and desirable method of preserving the salient points of the lives of those with whom we have been associated.

As the late president of the Society did not prepare a report of the executive committee for our last annual meeting, it is advisable for the sake of continuity in our records, to include the necrology of that year in this report.

FREDERICK AYER died in Thomasville, Ga., March 14, 1918, aged 95 years. He was born in Ledyard, Conn. His father was an officer of the U. S. army in the war of 1812. He started in business in Syracuse, N. Y., and later joined his brother, James C. Ayer, in the manufacture of proprietary medicines in

this city. In 1871 he became interested in our manufacturing companies, he and his brother acquiring a controlling interest in the present Tremont and Suffolk Mills. Later he purchased the Washington Mills in Lawrence, and in 1899 organized the American Woolen Company and was its president until 1905. He was heavily interested in many large business enterprises outside of New England. He was fond of horseback riding, and mounted on a fine horse, his erect figure and white hair and beard commanded the attention of our citizens, by whom he was held in much respect. He removed from Lowell about 1903.

SOLON W. STEVENS died in New York City March 31, 1918. He was born in Lowell, August 1, 1836, the son of Solon and Harriet Whithed Stevens, attended our public schools and was graduated from Brown University in 1858. His musical tastes led him to adopt music as a profession, and for many years he taught music in this city. He was the organist of the First Congregational Church for over 50 years. When well past the half-century mark of his life, he passed the examination for the bar and practiced law in this city from that time. He succeeded Benjamin Walker as president of The Old Residents' Historical Association of Lowell in 1897, was a charter member of the Lowell Historical Society and its president until his death, a continuous service as president of 21 years. This Society paid tribute his memory at its May, 1918 meeting, and reference may be had to the records of that meeting for a fuller account of his life.

PAUL BUTLER died at his summer home at Bayview, Mass., September 6, 1918, at the age of 69 years. He was born in this city, the son of General Benjamin F. Butler, and attended our public schools, studied abroad, and was graduated from Harvard in 1875. His inventive genius and mechanical talents led him into various manufacturing enterprises, and he was prominently identified with the Wamesit Power Company, the U. S.

Cartridge Company, the U. S. Bunting Company, the Middlesex Company and other interests both in and outside of Lowell. He possessed great business ability, and enjoyed work. He was interested in athletic sports, especially in canoeing, in which he became internationally famous, winning championships year after year in the American Canoe Association meets both in this country and in Canada. He invented the sliding-seat and other devices which added to the speed and safety of canoes. He was an early member of the Vesper Boat Club and built the club house on the Merrimack river in 1878, and was the president of the Vesper-Country Club for many years. He was a charter member of the Lowell Historical Society, and served as a member of its executive committee for six years.

THOMAS F. HARRINGTON died in Brookline, Mass., January 19, 1919. He was the son of Thomas and Mary H. Harrington, and was born in Lowell June 10, 1866. He was graduated from the Lowell High School in 1885, and was the major of the High School Battalion. He was graduated from the Harvard Medical School, and wrote a history of the school which received favorable recognition. He was a member of the Lowell Board of Health, and enjoyed a large private practice. In 1907 he was chosen supervisor of school hygiene in Boston, and removed to that city. In 1915 he was chosen medical deputy commissioner of labor for Massachusetts. He was also appointed instructor in schools for health-officers at Harvard and the Massachusetts Institute of Technology, and served in many positions connected with his profession, and was a member of many medical and health societies in this country and abroad.

GEORGE B. COBURN, who was for many years a member of the Lowell Historical Society and served on its executive committee, died suddenly in his office on Merrimack street, in this city, January 30, 1919. Mr. Coburn was born in Dracut October

2, 1843, the son of George W. and Mary B. Coburn. He served as clerk in the War and Treasury departments in Washington, and later was a special agent of the federal land office, and for eleven years was stationed in North Dakota, Nebraska, Colorado and Wyoming. He returned to Lowell in 1890 and went into the insurance and real estate business in which he continued to the time of his death. He was a modest man who read much and possessed much knowledge of family and local history. His sketch of the Life of General James M. Varnum was read before the Society at its October meeting, 1904.

The necrology for the past year is as follows:

HAROLD A. VARNUM died at his home on Varnum avenue, in this city, March 9, 1919. He was born in this city March 4, 1880, the son of Atkinson C. Varnum, who was a well known lawyer. Mr. Varnum was graduated from the Lowell High School in 1899, from Amherst College in the class of 1903, and from the Harvard law school in 1906. In college he was prominent in athletics. After opening a law office in this city he became chairman of the Republican City Committee, and in 1916 was elected city solicitor, but resigned the following year. He was a prominent member of the Pawtucket Congregational Church, and at the time of his early death was the auditor of the Lowell Historical Society.

SAMUEL P. HADLEY died March 18, 1919, in the house in which he was born, 1708 Middlesex street, corner of Hadley street, in this city. He was the son of Samuel P. and Belinda B. Hadley, and was born October 22, 1831. He received his education in the local schools, at Phillips Academy, Andover, and the Lawrence Academy, Groton, and was graduated from the State and Normal Law School in Poughkeepsie, N. Y. in 1853. He

was appointed clerk of the Police Court of Lowell in 1857, and held that office until the death of Judge Crosby in 1885, when he was appointed the judge of that court. He held this position until his retirement in 1912, thus closing a continuous service in that court of fifty-five years.

His long life brought him in touch with all classes of our community, and no man knew the city better and no man was better known in Lowell. He was "the finished product of our town and its ancestral background."

He became the vice-president of The Old Residents' Historical Association of Lowell the same year that his friend, Solon W. Stevens, became its president, and they continued in these respective offices in the Lowell Historical Society until Mr. Stevens' death in 1918, when Judge Hadley was elected president.

He was much interested in local history, and was a recognized authority on everything relating to the history of Lowell and the adjoining towns.

This Society devoted its May 1919 meeting to his memory, and reference may be had to the records of that meeting for a fuller account of his useful life.

JOHN M. GREENE, born at Hadley, Mass., March 12, 1830, died in Boston, April 28, 1919, aged 89 years. He was graduated from Amherst College in 1853 being a classmate of the late Hon. Joshua N. Marshall, of this city. He attended the theological seminary at Bangor, Maine, and his first pastorate was of the Congregational Church at Hatfield, Mass., where he remained for eleven years. He was the pastor of the South Hadley Church for two years, when in 1870 he received the call to the Eliot Church, in this city. In 1900 he resigned his active pastorate and became the pastor-emeritus of this church. Dr. Greene was a member of the Plato Club, which contained such eminent classical scholars as the Rev. Owen Street and the Rev. Robert

Court. He was deeply interested in educational matters. It was largely through his influence and efforts that Smith College was founded. He was one of the trustees, and one of the most important of the college buildings was named after him. He was also a trustee of the Rogers Hall School in this city, for the founding of which he was largely responsible. He was a member of The Old Residents' Historical Association of Lowell, and of its successor, the Lowell Historical Society.

HENRY M. LAMBERT, born at Woodbury, Conn., August 7, 1837, died in Ashville, North Carolina, May 9, 1919. He came to Lowell at an early age and was long a resident of this city, his home being on Pawtucket street. He was for many years a partner in the well-known firm of Aiken & Lambert, jewelers and manufacturers of gold pens in New York City. He was a man of rare refinement, who ever turned with longing from the busy life of the world to his family and the quiet home on Pawtucket street, built on the land of Mrs. Lambert's ancestor of Revolutionary days, Captain John Ford.

WILLIAM E. LIVINGSTON, born in Lowell, June 25, 1832, died at his home in this city July 5, 1919, aged 87 years. He was the son of William Livingston who established the Livingston coal business here in 1828. After leaving school he entered his father's business, which he has managed successfully since his father's death in 1855. This is one of the few industries in our city which has been carried on in the family name for nearly a century. Mr. Livingston was always prominently identified with the life of his native city. He was a member of the board of aldermen in 1867 and 1868, was elected a representative to the legislature in 1875 and 1876, was a member of the city water-works commission in 1872, and served on the commission to build the city hall and the Memorial building in 1892. He was a director of the Appleton National Bank, the City Institution for

Savings, and the Lowell Mutual Fire Insurance Company. He was deeply interested in freemasonry in which he had attained the thirty-third degree, and had filled many offices in the order. He was a member of The Old Residents' Historical Association of Lowell and of the Lowell Historical Society which is its corporate successor, and he was a member of many business and social organizations.

EDWARD S. HOSMER, born October 12, 1837 in this city, died here August 13, 1919, aged 81 years and 10 months. For 30 years he had been chief of the Lowell Fire Department, in which he had served for 56 years. He entered the service in 1853 at the age of 15 as a member of the volunteer company known as the "Fire King", becoming a call man on Engine 3 four years later. Many of the older residents of Belvidere will recall his enthusiastic activity when, mounted on the brakes of the old hand-tub over the reservoir at the junction of Chestnut and Willow streets, he exhorted his already exhausted men to "Brake her down!" He was one of the best known fire fighters in New England, and under Chief Hosmer's management the Lowell Fire Department achieved a reputation for effective work enjoyed by few in the country.

ALEXANDER G. CUMNOCK, born in Glasgow, Scotland, September 28, 1834, died August 17, 1919 at Pride's Crossing, Mass. His father came to this country in 1846 and settled in Lowell, where the son attended the Edson Grammar School. His studies and his tireless application to the cotton manufacturing industry resulted in his becoming the agent of the Boott Cotton Mills in 1868, a position he held for thirty years. In 1898 he was appointed the treasurer of the Appleton Company, and his management of this corporation for twenty-one years was even more successful than his management of the Boott Mills. Their remarkable growth and prosperity are chiefly due to the genius for

organization and development possessed by Mr. Cumnock. He was in early years a director of the Kitson Machine Company, and was a director of the Stony Brook Railroad, and of the Lowell Gas Light Company, and president of the People's Club and of the Mechanics Savings Bank. He was a firm believer in Lowell and its future. He served on the board of Aldermen in 1872 and occupied other positions of public trust. His greatest monument to his life work is the Lowell Textile School. This first incorporated textile school in New England owes its inception and existence to him. He was the president of its board of trustees from the beginning. He was a man of deep religious convictions as befitted his Scotch ancestry, and was a most devoted member of the Kirk Street Congregational Church, and its senior deacon. He was a member of The Old Residents' Historical Association of Lowell, and one of the incorporators of the Lowell Historical Society, and served for several years on its executive committee.

PHILIP READE, born in this city October 13, 1844, died in Boston, October 31, 1919. Of his 75 years of life, forty-four were spent in the military service of his country. He was a veteran of three wars. After service in the civil war he was appointed to West Point, and in 1867 was commissioned second lieutenant of U. S. Infantry. Until the war with Spain he was engaged in the Indian wars and in military work in the West, and was then commissioned major and fought at San Juan Hill. In 1901 he was sent to the Philippines, where in 1903 he was promoted colonel. With deep patriotism he had great pride of family and love of home. How eagerly he looked forward to his discharge is shown by his letters to this Society which he much desired to join on his return from his service in the far east. After the death in this city of his aged and well beloved mother, Mrs. Rowena Hildreth Reade, a few years after his retirement, he

took up his residence in Boston, where he became affiliated with many military, historical and patriotic societies, and Brigadier General Reade was a familiar figure at their meetings, and was a frequent attendant at the meetings of Old Middlesex Chapter, Sons of the American Revolution, and of the Lowell Historical Society. A detailed and eloquent sketch of his life, written by Compatriot Thompson of the Massachusetts Society of the Sons of the American Revolution, of which General Reade was the Historian, may be found in the files of the Old Middlesex Chapter, S. A. R., of this city.

This ends the list. Death makes such constant inroads on our membership that we can at times appreciate the motives which actuated the Pilgrims during their first winter in Plymouth, to bury their dead in unmarked graves, that their losses might not be revealed.

Ayer, Stevens, Butler, Harrington, Coburn, Varnum, Hadley, Greene, Lambert, Livingston, Hosmer, Cumnock, Reade, are the names of men we are proud to have known, and they represent losses not alone to us but to this community.

There may be but little consolation in the fact, but the combined ages of our departed members is 1002 years, an average life of over 77 years, and with but two exceptions they could have said,

"My age is as a lusty winter,
Frosty, but kindly."

We honor them, and wish them well, mindful that for us,

"This day Time winds the exhausted chain,
To run the twelve month's length again."

Respectfully submitted,

ALFRED P. SAWYER,

President.

LUMBERING ON THE MERRIMACK RIVER.

BY MR. NICHOLAS W. NORCROSS. READ FEBRUARY 11, 1920.

In the year of 1840. there arrived in Bangor, Maine, Samuel Walker, a surveyor, whose home was in Woodstock, N. H. His object in going to Bangor was to interest some of the lumber firms in starting lumbering in New Hampshire. Fiske & Norcross became very much interested on hearing about the lumbering prospects in New Hampshire with Lowell a good market and promised to enter into it, if after exploring the woods, the statements proved to be correct.

My father, Nicholas G. Norcross decided to investigate personally and explore for himself. So in the spring of 1841 he had a bateau shipped to Lowell with a boat's crew, and his head man, Royal Baston, called the "Boss". They embarked in the bateau above Pawtucket dam early one morning and started for their destination up the Merrimack River, the men rowing and poling the boat. Their object in going this way was to find out what obstacles there were and also the amount of water during the Spring of the year, and how feasible it was for driving logs, as on the Penobscot River in Maine, logs are not rafted but are rolled from the landing loose, in the spring when the ice breaks up and the river is rising.

The first fall they encountered was Cromwell's Falls about three miles above the mouth of the Nashua River, then two small falls or rapids each of which they were able to pole or paddle up until they reached Goff's Falls, four miles below Manchester, and here the falls were swift and rough, and they were obliged to carry by.

Their first stop was at Manchester where the Amoskeag Falls obliged them to portage or carry by and also view the falls as to being able to get the Drive over, which they concluded could be done by some blasting, although very strenuous, which I personally know. However, these falls were the worst on the river. The next, Hooksett, where there was a bad, but short fall, but could by some blasting be good driving.

At Bristol they encountered rapids a mile south of the town, rough and very swift, and five miles of the same rough water through which they were able by skillful work to pole the boat up to calmer water when oars were used again.

The next obstacle met was two miles above Plymouth, Livermore Falls, short, but very steep and rough, which also would need blasting before being able to drive.

At Franklin the river takes the name of Pemigewassett up to Lincoln, three miles above Woodstock where several branches enter the Pemigewassett. The principal branch is called the East Branch and its head waters start up among the White Mountains.

The explorers after several days reached Woodstock, where they found places to stay, and Woodstock was always Headquarters for the Company & Store. The exploration for large forests for lumbering was good, mostly Spruce, some Pine and a variety of hard wood.

Fiske and Norcross purchased the Elkins Grant (so-called) of 80,000 acres, and also purchased or secured all the timber lands in Lincoln, Woodstock, Thornton and Waterville that would naturally come by the Pemigewassett or Merrimack River.

Having completed all arrangements Fiske and Norcross started in the fall of 1841 to hire men from Maine to enter the woods the last of October to build camps for men, hovels for oxen and to swamp roads to timber preparatory to cutting as soon as snow came which was usually Nov. 15 to 20, and some

winters it would be six feet deep on a level, which was too much, requiring much shoveling. In a way the deep snow was promise of a good river for driving logs, owing to melting of the same a longer time.

The camps were built of logs forty to sixty feet long according to the number of loggers to each camp.

Some trees were on the mountains or hills and then the ox and bob sleds had to be aided in getting down the descent, by cutting a tree three or four feet, post high, at the top of the hill and attaching a cable three inches in diameter to the front end of the load, and a man at the top of the hill winding it three or four times round the post and preventing the load from going too fast. Occasionally the rope or warp would part, and then several oxen would be killed. Consequently the camps had great rations of beef as also the neighboring farmers. Having assembled all of the logs on the bank of the river in huge piles, about the 14th of April when the ice began to soften and the river to rise and the landings were crumbling, the men would roll the rest in, to follow down to Woodstock where a large pond had been flooded by a dam in anticipation of this very kind of work. The assembling of the drive of logs being pushed it needed only the arrival of more men who had been hired in Bangor, Augusta and Waterville, and in due time they commenced to arrive by stage from Franconia through the Notch to Woodstock, where the first camp was ready for them. Within a day or two times were brisk and before daylight, the shout of the Cook, "Beans on the table" aroused all in a short time, and such beans, baked in the ground, cannot be equalled in any other way. The most important man in Camp is the Chief Cook. He has an assistant, also waiters who are called Taffels, and they have a yoke that fits on their shoulders, and at each end are slung the buckets and tea pots. They have to carry lunches twice to the different

crews on the river. The Wangan Wagon is for carrying supplies for the Cook, who also has a boat for his daily supplies and new camping grounds are determined by the Boss, as the Drive progresses. In making the drive, the first bad falls we get to are Livermore Falls two miles above Plymouth, where we often remain for ten days governed by bad log jams and low water, and for two miles above the falls the river would be full of logs. The rise of the water by melting of the snow in the woods gradually floated logs that had been hauled to the banks of the river at different landings below Woodstock.

As the volume of water gradually increased the river became wider allowing the logs to spread out, and often with a thunderous roar the jam would start, with a mingling and crashing the logs would be "ended" and broken as if in agony, pushed by the seething, foamy water as if trying to escape.

Then crews had to be sent forward to prevent other jams. The next place was six miles of rapid and rough water at Bristol, and although the river was wide, a channel was kept open and the main drive was run through, and the crews in the rear kept a continuous run of logs on their way to the next falls and rough water to Franklin.

After the drive left Franklin we had easy driving by Concord four miles. When we came to Bow or Garvin's Falls there was very rough and swift water which delayed us generally two weeks. Our Camp was at the foot of the falls, and here lived a man named Head whom I often saw catching that noble fish, the salmon, and he often gave my father one or two, and the cook would roast them in front of the fire. In these tin bakers he also baked his bread and meats and vegetables, or in large iron pots which he used also for stews and other food not needing to be baked.

Writing the name of Franklin recalls to my mind an incident which occurred when my father who had come up to see how the drive was progressing and had taken me on the trip, which for a young boy was a great treat.

The camp was three or four miles below Franklin Village and on the Daniel Webster farm. Mr. Webster was there at that time which pleased my father and they were mutually pleased, and Mr. Webster accepted an invitation to go with us to the camp for baked beans. Mr. Webster invited us to dinner the next day at his farm house, which event I have never forgotten, being then twelve or thirteen years old, and as I grew older the memory was greatly treasured.

In regard to the baked beans, it was considered a great treat by any of the residents, to be asked to eat them, as they were certainly fine baked in the ground.

As I recall the circumstance of seeing Daniel Webster at that time the thought of his greatness has been with me always.

Perhaps it would be interesting to tell something about the baking of beans in the ground.

The first work after the camp of log cabins was built, was to dig a bean hole which would be a trench about five feet long two feet wide and two or three feet deep, large enough to hold several iron pots, holding about one-half to a bushel of beans each, depending on the number of loggers in that camp. After the bean hole is made, a fire is kept constantly in it all day; then live coals and ashes are shoveled out, and two iron pots well closed and covered, filled with pork and beans, are put in and live coals are then shoveled over and a thick layer of ashes covering them until morning, when the cook and his boys, the Taffels, carefully take out the beanpots and carry them to the long tables in the rear room in the woods where the men eat their

beans and pork, hot bread, tea and molasses, which most of the men put in their tea and on their beans.

The plates and cups are large, made of tin, and iron spoons, knives and forks. This custom of baking beans was continued on the Drive from Woodstock to Lowell, and the bean holes are always in use, for the men never tire of pork and beans.

On arrival of the Drive at Manchester and Concord it came to be expected by many favored ones to be included in an invitation to the camp for pork and beans, and especially after I became boss of the Drive, this became an annual custom. Visitors on arriving generally hand to the cook mysterious packages, mostly "wet" goods to accompany the tempting viands of pork and beans. A generous supply of cigars brought by these natives gave our "T. D.'s" a rest for a time. In the woods or on the drive the "T. D" was the universal smoke and my first attempt to smoke was a "T. D".

The first attempt of a Drive from Woodstock was fated to be very difficult, but in a way very instructive, as it gave the location in the river of obstacles that were blasted during the summer when the water was very low.

From Lincoln to Woodstock the head waters of the river is called Pemigewasset from the Pemigewasset Lake, then from Franklin it becomes the Merrimack River and continues to the ocean at Newburyport where it is divided, forming what is called Plum Island.

The Drive in 1843-44 was hung up at Amoskeag Falls on account of low water, and the mills at Lowell being ready for sawing, rafting of logs was started, and kept the mills in operation. In rafting, logs are held together by means of ropes and wooden pins. Later in the season the increase of water enabled them to complete the drive of loose logs.

My first recollection of any saw mill was a small one run by water on land owned by the Lowell Machine Shop, located north of their shop and on bank of the canal adjacent to the property of the Lowell Carpet Company, of recent years known as the Bigelow Carpet Co. The agent of the company was Alexander Wright, whose residence was on Market street.

In order to saw lumber it was important to decide on a location for mill buildings, and in consulting with the Agent of the Locks & Canals, J. B. Francis, an agreement was made and several acres were purchased off Middlesex street up to School street, where the Doherty foundry and Washington Park are now located, along the Pawtucket Canal. On the easterly end of the land a good sized pond was dredged, enclosed by a boom separating the canal from the artificial pond. The logs, rafted or loose floated down the river to the Guard Locks, then down the canal to the mill pond, guided by experienced River Drivers into the pond, and carried up to the mill where they were sawed into various kinds of merchantable lumber. The logs after leaving the pond and being properly sawed, were then as boards or dimension lumber carried down the slip to a platform in the mill yard where a surveyor measured it and marked the numbers of feet; then carried by teams and unloaded by the yard men, who piled up the different varieties of lumber in their proper locations in the yard streets to dry, and become in condition for the market, being well seasoned by nature's drying instead of artificial methods.

The demand by the City was very large as Lowell was growing on account of new houses and factories being built, and soon it became necessary to open an office in Boston where many of the contractors could get their dimension lumber in short order, as lumber they ordered from mills in Bangor, Maine, did not arrive in time to meet their contracts, and often they could obtain differ-

ent kinds of dimension lumber or timber and a price of good profit to Fiske and Norcross, owing to quick delivery of lumber from Lowell. Often an order taken in Boston for some special kinds of dimension lumber, say on Monday, would be sawed that day in the afternoon and night, loaded on the cars next day and be delivered in Boston Wednesday morning, thus enabling the contractor to finish his contract on time, for this you must remember, was before the days of telephones, or motor-truck service!

The Drive having reached its destination it was necessary to have the logs secured. A boom at Tyng's Island was constructed, above the island nearly a half mile long and the water inside was filled with logs. Another boom was constructed at McFarlin's Ice-house for nearly a mile, and logs as needed for the mill were rafted and floated down the river to the canal by the guard locks to the pond below the mill and were on hand for sawing.

The logs in the pond thus were of different sizes and these were selected as to the kind needed to be drawn up the slip ready to be sawed. The man in charge of the mill would give the log men a memorandum of sizes and lengths wanted. The sawing was in the second story of the mill, consequently a slip, so-called, led from the pond up to the second floor. A very simple method was used for hoisting or dragging the logs up the slip. There was an endless chain of iron links each about five inches long and running over and under the slip over pulleys in the pond and in the mill. An iron chain about six feet long had what is called a "dog" on one end and a hook on the other; the hook being the shape to fit the endless chain and the "dog" on the other end was driven into the end of the log, and the log was pulled up the slip on to carriages on a narrow gauge railway to the sawing department, where the log was detached and ready for sawing as needed.

During the Winter there are crews of men in the woods felling the trees and getting them out to the bank of the river, ready for the Drive, but it is necessary to have also a crew of River Drivers, as many of the Loggers are not drivers, and usually the last of March some one was sent out to different places in Maine to hire a crew to drive the logs and about the middle of April they began to arrive at headquarters at Woodstock. Arrangements were made in advance with the railroad to convey them from Portland to Franconia, then through the Notch to Woodstock where the Camp in tents was ready for them. In after years when I had become capable I was sent to Maine to hire Crews, which I did for several years.

In later years as the railroads were extended it became feasible to have saw mills in the woods and ship the lumber all sawed by rail. And in many cases an order could be shipped directly from the mill to the purchaser which saved much expense.

At the time of which I am speaking all the logs were shipped by way of the river to the saw mill located as I have described. There were also a planing mill, shingle mill, clapboard and lath mills to make all the different kinds of lumber used for building purposes. Lowell was a growing city as shown by the prosperity of the Mills.

Like all other workmen there were skilled and unskilled River Drivers. The Skilled Driver commanded and received higher wages, \$4.00 to \$5.00 a day whereas the unskilled men rarely got over \$1.25 a day as they work on the shore rolling the logs into the water, while the skilled man works on jams in dangerous places and is able to ride on logs that often require quick action, yet occasionally they are killed or drowned by too daring feats, and in such cases a gloom is cast over the whole crew.

The Skilled Driver keeps the channel open for the rear logs to run through without jamming. The skilled man they call "Feather White" and the unskilled "Mud Sackers". Rarely is there any trouble in the crew and then only when they get liquor.

On arrival of the Drive at Manchester we could get on with fewer men and so we selected those who were inclined to drink and discharged them. After the Drive got below Manchester the last Falls of any account were Goff's Falls and the last ones before we reached the Booms at Tyngsboro. Then a Boat's crew was sent and a camp with cooks located. When the Boom was filled other logs were allowed to float to the booms in Lowell. Many times on the way of the Drive there occurred delay on account of jams when the rear crews would cease work and then the men instead of resting for the hour or so would kill the time in wrestling or jumping over a high bar, wrestling at collar and elbow at which some were very expert, which was very interesting to witness.

A RETROSPECT OF THE EARLY MANUFACTURING IN THE CITY OF LOWELL.

BY MR. EDWARD W. THOMAS. READ OCTOBER 13, 1920.

In considering the subject to be brought to your attention this evening, much of the information and statistics has been taken from the "History of Lowell and Vicinity", published by the Courier-Citizen Company in 1897, which history is probably the most complete of any in existence, containing details of the settlement and after-growth of Lowell.

Other histories are in existence, covering general events, but there is no one history, to my knowledge, that has for its whole subject, the industries of Lowell, from the start.

It would seem very desirable that such a book be published on this subject, covering the period from the first established mill, up to the present time.

A century has nearly passed, since Manufacturing took its first great leap toward the end of giving to us of today, the fruition of the efforts and labors, of the brawn, strength and skill of the thousands who have had a hand in bringing about the fulfillment of the industries, now enclosed within the brick walls of the large mills, with their conspicuous chimneys, which stand as a towering monument to those few enterprising men of the earliest part of 1800.

The question sometimes arises, "Why should Lowell have been selected as a location?" The answer is interesting. But for the fact that we had, and still have, within our borders, the noble and majestic Merrimack river, it is possible that Lowell, or Chelmsford, as it was then named, would have remained a country town.

The fact is that its current, and amount of water passing by, and its natural fall, were the sole reasons that Manufacturing was established here; but the story of why Lowell was selected, as a location for Manufacturing, is one of great interest and has been so often told, that I will take up other features.

I wish to call your attention to one fact concerning this valuable water and that is, we are today actually only conserving and using, practically but one-third of its possibilities and resources. Our great mills are operating but forty-eight hours, out of a possible one hundred and forty-four hours in the six working days of the week, or exactly one-third.

For many months in the year, water is running by ninety-six hours each week, that is not utilized owing to the conditions now existing. Could this wasted water be utilized, a saving of thousands upon thousands of tons of coal would be the result.

This question of utilizing this waste power has been, and is now, receiving consideration by those interested; and it is safe to state there will come a day, and that not far off, when it may be a fact that practically all the flow of the river will be commercially utilized the full twenty-four hours of the day.

In the earlier times, before steam power was used for manufacturing, power was most easily obtained from the fall of rivers and streams; and mills and factories were built along the sides of the same.

Earlier than 1800, several cotton mills had been erected in a small way. The first mill of size, was built at Waltham, Mass., in 1813, by Francis Cabot Lowell, Patrick Tracy Jackson, Nathan Appleton and their associates, obtaining power for the mill from the fall of the Charles river.

One of the features developed by these earlier manufacturers at this Waltham plant, was the care and welfare of their employees, which in time had a great influence in the quality of its

output. It is not surprising, therefore, owing to the great success they met with, that later, when these men sought a broader and more extensive field of operation, they chose Lowell as that location: mainly on account of the amount of power in the river, and also that there was already a canal constructed, the "Old Pawtucket Canal", which had been used for some years for transporting logs, lumber, etc., from the river above the Pawtucket dam, through what is now a portion of the City to the Concord river, just above the present East Merrimack Street bridge.

More detail of this canal will be referred to later. This canal or water-way with large amounts of farm lands, was purchased in 1821 by those who were interested in the Waltham factory.

This canal was originally called the Pawtucket Canal and its owners were incorporated in 1792, as "the Proprietors of the Locks & Canals on Merrimack River." In 1793, the Middlesex Canal, so-called, was constructed, extending from the river at Middlesex Village to Boston, making a more direct way of conveyance than by the Pawtucket Canal, which had lost its prestige for carrying purposes, but possessed very valuable resources as a water-power, there being about 30 feet fall in its one and a half mile course.

In 1822, these promoters from Waltham, were incorporated as the Merrimack Manufacturing Company and now owning all the stock of the Locks & Canals Company, proceeded to duplicate in Lowell, the work they had so well succeeded with in Waltham.

The Company, after widening and deepening the original canal, now extended branches from the same. They also purchased from the Waltham Company, patent rights and patterns for machinery for the mills they proposed to build later. This was the nucleus of the Lowell Machine Shop, now the Saco-Lowell Shops.

The charter of The Proprietors of the Locks & Canals on Merrimack River was amended by Act of the Legislature in 1825, and to this Company with its enlarged powers, the Merrimack Manufacturing Company sold all the water privileges and real estate, together with the machine shop and its appurtenances, reserving to themselves, water-power sufficient for 5 mills and print works and land and buildings on which their tenements and boarding houses were located; so that from this time on, the Locks & Canals Company operated the machine shops and sold water rights and mill sites.

I find from a tabulated statement made January 1, 1835, the following Corporations in operation—

Locks & Canals, Merrimack, Hamilton, Appleton, Lowell, Suffolk, Tremont, Lawrence, Bleachery and the Middlesex, with a total of 22 mills and print works; 116,000 spindles, 3,900 looms; 670 bales cotton used per week, and using 11,000 tons of coal and 4,750 cords of wood. All the mills were heated by hot air furnaces, except the Lawrence and Middlesex.

Comparing some of these figures with a modern mill, as existing today, with the exception of the print works, all machinery then in the 22 mills could be put under one roof of one such mill as built today.

Classification of the product in 1835, of these various plants is given as follows:—

Locks & Canals (Machine Shop)—Cotton Machinery, Cars, & Engines for railroads.

Merrimack Mfg. Company—Prints & Sheetings. No. 22 to 40 yarn.

Hamilton, Prints & Drillings. No. 14 to 40 yarn.

Appleton—Sheetings & Shirtings. No. 14 yarn.

Lowell Company—Carpets and rugs.

Tremont—Sheeting & Shirting No. 14 yarn.

Suffolk—Drills. No. 14 yarn.

Lawrence—Sheeting & Shirting. No. 14 yarn.

Middlesex—Broadcloth & Cassimeres.

It may be remarked that at this date, the Boott and Massachusetts had not been incorporated, but in 1837, the Boott had started operations and their product was drills and sheetings—No. 14 to 40.

In 1841, the Massachusetts Cotton Mills were in operation, producing shirtings from No. 13 yarn.

Comparing these classes of goods with the output of the mills of today, we find them very simple, although undoubtedly, suiting the requirements of those days, but as time went on, each of the Mills registered private trade marks, which became known all over the world.

In 1835, the average wages of females was \$1.90 per week, clear of board; of males, 80c per day, clear of board.

In 1843, the wages of females, was \$1.75 per week, clear of board; and of males, 70c per day, clear of board.

In 1847, we note the wages had advanced to \$2.00 per week for females, clear of board; and 80c per day for males, clear of board, which was the prevailing wage up to the beginning of the Civil War.

In 1866, these wages had increased from \$3.60 to \$3.75 per week for females, and \$1.20 per day for males.

From this time on, the average wages of mill operatives has been on a steady increase, until today, to look back, the wages of the earlier days seem like a fable or fish story.

History tells us however, that the operatives were contented and so far as we have knowledge, healthful, and such privileges as they had, were enjoyed.

Much credit must be given to the influences surrounding them, both in religious and literary advantages. The source of

the supply of help was from the towns and villages of Maine, New Hampshire, Vermont and our own state and their make-up was of the hardy New England stock.

Even at the small wages received, many a dollar was saved, was sent to the old folks at home, or expended giving the younger brothers and sisters opportunities of obtaining an education.

LIST OF AGENTS.

MERRIMACK MANUFACTURING COMPANY

Ezra Worthen	appointed	1823
Paul Moody	"	1824
Warren Colburn	"	1825
John Clark	"	1833
Emory Washburn	"	1848
Edward L. Lebreton	"	1849
Isaac Hinckley	"	1849
John G. Palfrey	"	1865
Joseph S. Ludlam	"	1874
John W. Pead	"	1896
Jude C. Wadleigh	"	1904

HAMILTON MANUFACTURING COMPANY

Samuel Batchelder	appointed	1825
John Avery	"	1831
Oliver H. Moulton	"	1864
Clarence N. Childs	"	1906
Albert D. Milliken	"	1913

APPLETON COMPANY

John Avery	appointed	1828
George Motley	"	1831
Jacob H. Sawyer	"	1867
Daniel Wright	"	1881
William H. McDavitt	"	1887

Charles H. Richardson	appointed	1889
Frank A. Bowen	"	1892
Elmer L. Bowen	"	1916

TREMONT MILLS

Israel Whitney	appointed	1831
John Aiken	"	1834
Charles L. Tilden	"	1837
Charles F. Battles	"	1858
Thomas S. Shaw	"	1870

SUFFOLK MILLS

Robert Means	appointed	1831
John Wright	"	1842
Thomas S. Shaw	"	1868

TREMONT & SUFFOLK MILLS

Thomas S. Shaw	appointed	1871
Edward W. Thomas	"	1887
John J. Connell	"	1900
Matthew A. Rawlinson	"	1911

LAWRENCE MANUFACTURING COMPANY

William Austin	appointed	1830
John Aiken	"	1837
William S. Southworth	"	1849
William F. Salmon	"	1865
Daniel Hussey	"	1869
John Kilburn	"	1878
Franklin Nourse	"	1895
Everett H. Walker	"	1910

BOOTT MILLS

Benjamin F. French	appointed	1836
Linus Child	"	1845
William A. Burke	"	1862
Alexander G. Cumnock	"	1868

Victor I. Cumnock	appointed	1896
Nathaniel C. Kerr	"	1897
Ariel C. Thomas	"	1904
John H. Whitten	"	1908
Edward W. Thomas	"	1910

MASSACHUSETTS COTTON MILLS

Homer Bartlett	appointed	1839
Frank F. Battles	"	1856
William S. Southworth	"	1889
William A. Mitchell	"	1911

LOWELL MACHINE SHOP

William A. Burke	appointed	1845
Mertoun C. Bryant	"	1862
Andrew Moody	"	1862
George Richardson	"	1870
Charles L. Hildreth	"	1879

MIDDLESEX COMPANY

James Cook	appointed	1830
Nelson Palmer	"	1845
Samuel Lawrence	"	1846
Oliver H. Perry	"	1847
William T. Mann	"	1851
Joshua Humphrey	"	1852
James Cook	"	1858
Oliver H. Perry	"	1858
Gustavus V. Fox	"	1869
William C. Avery	"	1874
Oliver H. Perry	"	1882

LOWELL MANUFACTURING COMPANY

Alexander Wright	appointed	1828
Samuel Fay	"	1852

Andrew F. Swapp	appointed 1874
Alvin S. Lyon	" 1883

LOWELL BLEACHERY

Jonathan Derby	" 1833
Joseph Hoyt	" 1834
Charles T. Appleton	" 1835
Charles A. Babcock	" 1849
Frank P. Appleton	" 1855
Fordyce Coburn	" 1880
Frank P. Appleton	" 1882
James N. Bourne	" 1886
Fred T. Walsh	" 1896
Charles E. Meader	" 1901

In looking over the names of the earlier Agents, of the various plants, from their incorporation to the present, the writer well remembers John Wright of the Suffolk; Charles F. Battles of the Tremont; Mr. Palfrey of the Merrimack; Mr. Motley of the Appleton; Mr. Salmon of the Lawrence Company; W. A. Burke at the Boott; Mr. Frank Battles at the Massachusetts; Mr. Perry of the Middlesex.

Following these, it has been my pleasure to have known and been associated with Messrs. Ludlam, Pead and Wadleigh of the Merrimack. Mr. Childs and Mr. Milliken of the Hamilton; Messrs. Sawyer, Wright, McDavitt and the Bowens, father and son, of the Appleton. Messrs. Connell and Rawlinson of the Tremont & Suffolk. Messrs. Hussey, Kilburn, Nourse and Walker of the Lawrence Company. Messrs. Kerr, A. C. Thomas and Whitten of the Boott. Mr. Southworth and Mr. Mitchell of the Massachusetts. Mr. Richardson, Mr. Hildreth, Mr. Morton and others of the Lowell Machine Shop. Mr. Lyon and others at the Lowell Carpet Company; and for a period of some years,

with some of their various assistants, some of whom now are occupying Agent's positions.

Were time available, I could recall many interesting experiences during the past 40 years with these gentlemen.

Doubtless many here tonight, in looking backward, recall personal relations with many whose names I have mentioned. Lowell has been fortunate in having had men at the head of the Textile Industry, who have been at all times conservative in mind and action, and having the best interests of the work people and the industry at heart, and many of the streets of the city are named for them.

The so-called boarding house system was in operation, copied from the system that had proved so successful at Waltham. Each Corporation had its own brick blocks, containing many tenements, which housed at first, nearly all the employees, particularly females, who came to Lowell, without home to come to other than these which were controlled by the mills themselves, and whose officials required the keepers of these houses to be of the highest character. All the houses were supposed to be closed at the ringing of the nine o'clock bell and all inmates to be in the houses by that time. It can be readily seen that working in the mill until 7 or 7.30 in the evening would leave but little time for recreation, study or leisure.

In these early times and for years later, there never was any criticism of the character or reputation of the hundreds of females, who were alone in the city, indeed much commendation has been given as to the upright character of the employees of those times.

Many of these boarding houses have been removed to make way for enlargement of mills, or for other business purposes. Many are still intact and used for the original purpose, or divided into small tenements for families.

I believe the houses on the land of the Lawrence Company today are the original ones : also some on the land of the Tremont & Suffolk, Boott, Merrimack and Hamilton Companies. Those on the Appleton and Massachusetts have either been removed or converted into business blocks.

Quite recently, the houses on East Merrimack and Stackpole streets have been removed to make way for the new Auditorium. Earlier, other blocks were removed to make way for the magnificent storehouse of the Massachusetts Mills, Keith's Theatre and the Runels building.

Two of the old blocks have been built over and form part of the present Merrimack Square Theatre on Paige street. In one of these brick boarding-house blocks on Suffolk street, near the Lawrence Company, Lucy Larcom made her home.

There were also blocks built for the Overseers, and there are still in existence, those of the Lawrence Company and the Tremont & Suffolk on Cabot street. One block on Paige street was formerly used by the Boott Overseers.

The Agents too, were provided with houses, the Suffolk, Tremont and Lawrence Agents' houses were on Merrimack street, on the site of the present St. Jean the Baptiste Church, of the French-Catholic faith. At the foot of Kirk street was the residence for years of the Agents of the Boott and Massachusetts. The Agent's house of the Hamilton was on High street and the Agent's house of the Appleton, I think on Highland street.

I cannot leave this subject of houses, without calling attention to the three-story brick block at the foot of Dutton street, belonging to the Merrimack Company, which has housed thousands in its day of females, young and middle-aged, who in their lives spent more or less years in the service of the mills. This building is an ornament to the city and can be shown to the visitor as one of the sights, and also to show the thorough-

ness with which our early mechanics builded. The block now occupied by the Yorick Club was used for years by high officials of the Merrimack Company.

WATER POWER

A few words on this subject, with its kindred associations, that of the canals and water-ways.

The grave responsibility of engineering the construction and maintenance of these has been upon the shoulders of Whistler, Francis, Mills and at present Mr. Arthur T. Safford, the present Engineer.

I would like at this point, to show a picture portraying the course of the Pawtucket Canal, as originally built for freighting purposes, as well as after it had been enlarged and extended, after the purchase by the original promoters of Manufacturing.

This plan is made simply to show the extent to which the city is now cut up with water-ways.

Within the mill yards are under-ground water-ways connecting the high and low levels of the canals, and the discharge of the waterwheels on the low-level canals to the river.

The canal system in Lowell, consists of two different levels, covering an entire fall of about 32 feet. The upper-level in which the water is normally the height of the stone work at top of dam at Pawtucket Falls, or of the flash boards when used, is seen in the following canals:

Pawtucket Canal, part of its length, Northern, Western, Merrimack and Lowell Canals, which supply the following Mills—Merrimack, Tremont & Suffolk, Hamilton, Appleton, Saco-Lowell Shops; also Bigelow Carpet.

The water, passing through the wheels of the above Mills, supplies the lower-level canals which take in the Eastern Canal and lower end of the Western Canal. This water furnishes power

for the Lawrence Manufacturing Company, the Boott Mills and the Massachusetts, flows into the Merrimack and thence down river.

On the Pawtucket Canal are located locks at or near Broadway, and near the Saco-Lowell Shops, known for years as the Swamp Locks, and also near the end of the Canal, next to the Concord river.

The Northern Canal, built in 1848, is 4373 feet in length ; 100 in width, and extends from the gate-house at easterly end of Pawtucket dam, follows Pawtucket street, parallel to the river, nearly to its northerly end, thence turning at right angles and running southerly to Suffolk street, where it joins the so-called Western Canal, directly supplying the Suffolk & Tremont Mills, and indirectly, the Lawrence Manufacturing Company.

The so-called Merrimack Canal, 2586 feet long, completed in 1823, was built from the basin at the so-called Swamp Locks and extends to the Merrimack Co.'s yard, supplies water to the Saco-Lowell Shops, the Merrimack mills and overflows to the Eastern Canal.

The Hamilton Canal, built in 1826, 1770 feet long, extends from the Swamp Locks basin parallel to Jackson street, and ends in the Hamilton Co.'s yard, and supplies power to the Hamilton and Appleton mills.

The Lowell Canal, built about 1828, 500 feet long runs from the Merrimack Canal, through the yard of the Bigelow Carpet Company furnishing power only to the mills in their yard.

The Western Canal, built in 1831, 4472 feet long, runs from the Swamp Locks basin across Dutton street, between buildings of the Kitson Machine Company, thence parallel to Suffolk street, meeting the Northern Canal near the Tremont & Suffolk Mills ; from this Canal and near Moody street, are underground feeders running easterly, under Moody street and entering the Merri-

mack Canal, directly opposite the Yorick Club. This is called the Moody Street Feeder, is 1375 feet long and was built in 1848.

The Eastern Canal, built in 1835, 1913 feet long, runs from the old Pawtucket Canal, at a point in the rear of Central street, past the Prescott, Massachusetts and Boott Mills, supplying power to all three.

The original Pawtucket Canal, finished in 1796, is 9188 feet in length and commences at the river at a point near the old Vesper Club, thence under Pawtucket street, passing along toward and under Broadway, thence toward the large basin near the Saco-Lowell foundry and adjoining the railroad tracks of the Boston & Maine Railroad, forming the Swamp Locks basin referred to before; then continuing along easterly between the mills of the Appleton and Hamilton Companies on the one side, and the Saco-Lowell Shops on the other side, under Central Street and beyond to the Concord river. This, the original and only Canal, was in existence and use long before Cotton Mills were contemplated in this vicinity.

The above canals are all supplied with water from the Merimack river.

The only other canal of importance, the Wamesit Canal, was constructed in 1846 and has a normal capacity of about 500 HP. and receives its supply from the Concord river, near the Lowell Cemetery near Lawrence street, and supplies power to various woolens mills and other industries, along that section of the city.

Years ago, it was one of the sights of the city, for its citizens on Sunday afternoons, to promenade from Cabot street along the side of the Northern Canal, up toward Pawtucket street under the high bridge, and along the stone dividing wall, between the canal and the river, thence to the Pawtucket Falls bridge. The writer clearly recalls the hundreds, who enjoyed the walk,

which presented a singularly attractive view its entire length, and was known as the Canal Walk.

MILL BUILDINGS

The early mill buildings of Lowell, were built of one pattern and one size, about 142 x 42 and 5 stories in height, with a pitched slated roof, having an attic which was lighted by windows in the roof.

The number of spindles and looms in these mills varied but slightly, for example, the 5 mills of the Merrimack Company had an average of about 7600 spindles and 260 looms each.

The Hamilton 3 mills averaging about 7000 spindles and 188 looms each.

The Appleton 2 mills averaging about 6000 spindles and 190 looms each.

The Suffolk Company 2 mills averaging 5700 spindles and 176 looms each.

The Tremont Company 2 mills, averaging 5760 spindles and 202 looms each.

The Lawrence Company 5 mills, averaging 6200 spindles and 182 looms each.

The Boott 4 mills, averaging 7300 spindles and 208 looms each.

As years went on, these mills were either torn down to make way for modern mills, or the old pitched roof replaced by flat roofs, built in between, and made more economical to operate.

Until within a few years, there were standing in the Appleton and Hamilton Company mill yards, mill buildings, almost as they were constructed in the years gone by.

There are today, in the Boott Mills yards, the four original mills that were built in 1836, but so changed in appearance in many respects, as to be not representative of the original struc-

ture. The side and end walls, floors, timber and windows are the original ones first erected, and although 84 years of age, in the main, are still in practical and economical use.

I think the first of any of the mill companies to entirely rebuild was the Tremont & Suffolk Company, which built entirely new mills longer, wider and higher studded, about 1866.

In years gone by, it is said that many games of bowling took place in the attics of these old mills, there being ample space far away from the Agent's watchful eyes.

It must not be overlooked that while only mills, such as were constructed many years ago, whose style of architecture, to some extent goes back many years, with modifications in additional buildings erected since, have been mentioned, yet distinct and radical changes in the style and construction are shown in the recently built Hamilton and Appleton mills, and in the towering storehouse of the Massachusetts, located on Bridge street, the former not easily seen from the street, but the latter a prominent landmark to the thousands daily passing through that street.

The recently constructed mill of the Bay State Weaving Company at the upper end of Broadway demands more than passing attention. It is of concrete construction, and has in it, many new and novel devices for automatic transportation of material; large window surfaces; is high studded and contains many features that are the latest in mill construction.

This Company has made a specialty of Sail, Yacht and Tire duck, and has had the honor of making practically all of the duck for the sails of the yachts taking part in the International races, the result of which, as is well known, has kept the America's cup on this side of the Atlantic. Our good friend, Mr. Dearborn, who is, and has been Agent of that Company since its inception, firmly believes that the final result of the races has been solely due to the quality of the Sail duck he has made for the American boats.

Lowell has been singularly fortunate in not having any serious fires in its mills; due to the incorporation, many years ago, of a distinct fire service system having its private reservoir in Belvidere and supplied with water by pumps at the Lowell Machine Shop and other mills. From this reservoir, mains were laid and piping connecting with all the mill yards. This service and system was put in while Mr. James B. Francis was Engineer of the Locks and Canals. Formerly, all the mills were equipped with what was known as perforated sprinkler pipes and connected with this private system, but the perforated pipes were later supplanted by the so-called automatic service.

HOURS OF LABOR

In James Montgomery's book on "Notes on Manufacturing Districts", published in 1840, he gives the following as the number of hours worked in the mills. He states, "From Sept. 1 to May 1, work is commenced in the morning as soon as the hands can see to advantage, and stopped regularly at half past seven in the evening, but during 4 of these months, from November 1 to March 1, the hands take breakfast before sunrise, that they may be ready to begin work as soon as they can see; from April 1 to October, half an hour is allowed for breakfast, at 7 o'clock, and during the months of March and October, at half past seven.

During the 4 summer months, or from May 1 to September 1, work is commenced at 5 o'clock in the morning and stopped at seven in the evening. The noon dinner hour is from 12.30 throughout the year and the time allowed "is $\frac{3}{4}$ of an hour, through the 4 Summer months and 30 minutes during the other eight months."

Mr. Montgomery publishes a table, which I copy as of special interest to those who today think 48 hours a week a great burden.

Average length of time worked per week for each month, in a year :—

Hours & Minutes		Hours & Minutes	
January	11.24	July	12.45
February	12.00	August	12.45
March	11.52	September	12.23
April	13.31	October	12.10
May	12.45	November	11.56
June	12.45	December	11.24

Taking one day, of each month, we find the average weekly time to be 73 hours and 18 minutes, or about 50% more than the present 48 hours.

When we consider that 80% of the employees of the mills at that time were females, we must without hesitancy, revere those women who were receiving wages, above their board, an average of \$2.00 per week, and still found opportunity to better their education, as is shown by the example of Lucy Larcom.

Mr. Montgomery states that there were 3 regular holidays.

1—Fast day—generally kept about April 19th.

2—The Fourth of July.

3—Thanksgiving Day, about 1st or 2nd of December. No mention is made of Christmas.

This latter information concerning wages and hours of labor is of special interest today, and shows fully, that our fore-fathers and mothers had a reserve of strength fitting them for the long hours and a reserve, as well, of patience. Yet, we hardly would care to go back to those good old days again. Conditions are constantly changing and we must change with them.

The first employees of the mills were mainly natives of New England, succeeded by the earlier emigrants from Scotland, and Ireland; somewhat later, by our friends from Canada and the

Provinces and then by the natives of the Mediterranean shores.

We have today, a majority of our workers of foreign birth, and the city now contains a very cosmopolitan group of mill workers, in a recent count, nineteen different nationalities were enumerated.

With this brief glance at the past and our knowledge of the present, what of the future? We are living in rather strenuous days; new problems rapidly being presented to us, which have to be met and settled judiciously, as well as justly.

We are proud of the past achievements of the city and remembering the conservative progress the city has maintained, trust that the same character of progress shall be maintained in the future.

An existence as a cotton manufacturing center, for nearly a century has proven beyond question, that it is not necessary to be located near the cotton fields of the South, but rather to be located where the skill and endurance of its workers can be maintained, and where climatic conditions are favorable and where the supply of help may be obtained.

Nevertheless, we must not overlook the fact that within the past 20 years, the South has become prosperous; has increased the number of its mills and spindles far more rapidly than the Northern states. Therefore, to maintain our supremacy, it is incumbent on us to hold fast our skill and efficiency in all ways possible and encourage all efforts for the lasting good of our city.

LIST OF PAPERS
READ BEFORE THE SOCIETY IN 1919 AND 1920.

Memorial Service to Hon. Samuel P. Hadley, Late President of the Society. May 14, 1919.

"Thrift." Hon. Albert P. Langtry, October 8, 1919.

"Lowell Names in Early Ohio History." Rev. Wilson Waters, December 10, 1919.

"Lumbering on the Merrimack River." Mr. Nicholas W. Norcross, February 11, 1920.

"Barristers' Hall." Mr. Millard F. Davis, May 10, 1920.

"Recollections of Barristers' Hall." Alfred P. Sawyer, Esq., May 10, 1920.

"A Retrospect of the Early Manufacturing in the City of Lowell." Mr. Edward W. Thomas, October 13, 1920.

"Some Unfamiliar Phases of the Pilgrim Story." Mr. John Clair Minot, December 8, 1920.

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